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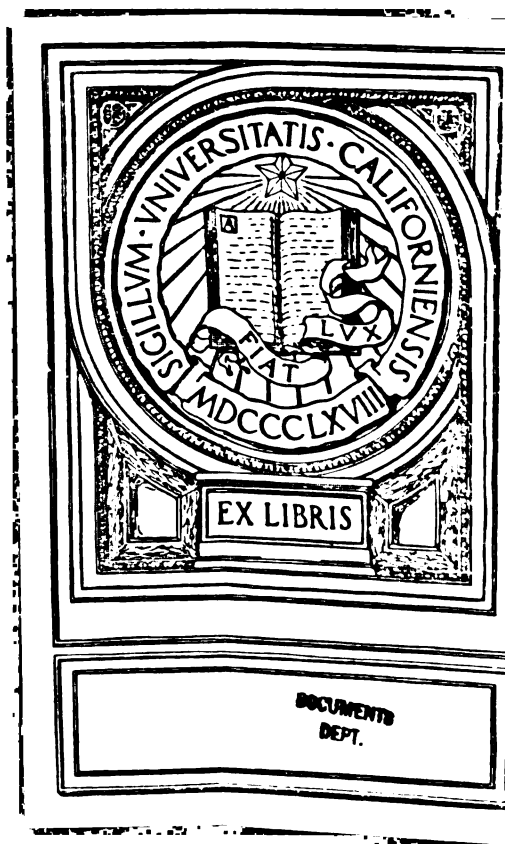
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ANNUAL REPORT

OF THE

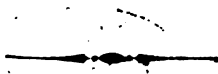
POSTMASTER-GENERAL

OF THE

UNITED STATES

FOR THE

FISCAL YEAR ENDING JUNE 30, 1892.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1892.

DOCUMENTS
DEPT.

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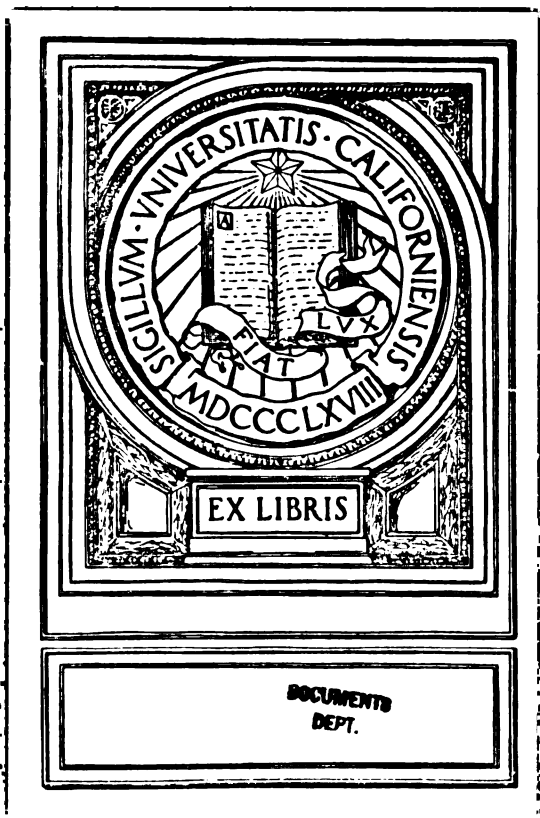
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post-office clerks, all the mails ready on the sailing day of these two steamers during the interim between the present and the contract date have been given to them with the compensation of sea and inland postage, the rate now fixed by law. The making of other contracts for ocean mail service is not contemplated at this time, as sufficient effort is believed to have been made in all sections of the country to invite enterprise to provide better mail facilities and to extend commerce.

Sea post-offices. The sea post-offices already in operation have won the commendation of the postmaster at the port of New York, and, indeed, of many inland postmasters, and of travelers particularly; for they have all had practical proof of the value of this application of the railway post-office principle to ocean steamers in the actual expedition of letters and remittances crossing the sea.

THE COST OF THE OCEAN CONTRACT SERVICE.

Cost of ocean service.

From the commencement of the contract ocean mail service up to the 30th of June last the distances traversed, the amount paid as mileage, and the weights of the mails, and the amount which would have been paid for the same service at the allowance of the full sea and United States inland postage upon each route, are as follows, viz:

Route 36: New York to La Guayra, from March 1, 1892.	
<i>Statute</i> miles traveled, 27,075; mileage paid.....	\$27, 075. 00
Weights of the mails conveyed, letters and post cards, 1,534 pounds; other articles, 19,746 pounds; amount of the full sea and inland postage thereon.....	
	4, 031. 96
Excess of cost of contract service	
	23, 043. 04
Route 42: New York to Colon, from February 1, 1892. <i>Statute</i> miles traveled, 22,793; mileage paid.....	
	22, 793. 00
Weights of the mails conveyed, letters and post cards, 3,116 pounds; other articles, 68,388 pounds; amount of the full sea and inland postage thereon	
	10, 409. 28
Excess of cost of contract service	
	12, 383. 72
Route 44: San Francisco to Panama, from February 1, 1882. <i>Statute</i> miles traveled, 62,016; mileage paid.....	
	41, 344. 00
Weights of the mails conveyed, letters and post cards, 1,382 pounds; other articles, 13,435 pounds; amount of the full sea and inland postage thereon.....	
	3, 282. 85
Excess of cost of contract service.....	
	38, 061. 15
Route 47: San Francisco to Hongkong, from February 1, 1892. <i>Statute</i> miles traveled, 29,367; mileage paid.....	
	29, 367. 00
Weights of the mails conveyed, letters and post cards, 4,968 pounds; other articles, 14,739 pounds; amount of the full sea and inland postage thereon.....	
	25, 751. 06
Excess of cost of contract service.....	
	3, 615. 94

From the foregoing it will be seen that the assured regularity and increased speed of the service from February 1 to June 30, upon the ocean mail routes now in operation has been attained at a cost to this Department as follows, viz:

Route 36: New York to La Guayra	\$23,043.04
Route 42: New York to Colon	12,383.72
Route 44: San Francisco to Panama	38,061.15
Route 47: San Francisco to Hongkong.....	3,615.94
Total	77,103.85

APPROXIMATE ESTIMATE FOR THE FISCAL YEAR ENDED JUNE 30, 1893, IF ALL THE SERVICE IS PERFORMED.

Route 30, "O. M. S.:" Galveston to La Guayra, service to commence May 1, 1893, 6 trips of 2,403 miles=14,418 statute miles, at 66½ cents.....	\$9,612.00
Route 36, "O. M. S.:" New York to La Guayra, 36 trips of 2,124 miles=76,464 statute miles, at \$1	76,464.00
Route 42, "O. M. S.:" New York to Colon, 36 trips of 2,283 miles=82,188 statute miles, at \$1	82,188.00
Route 44, "O. M. S.:" San Francisco to Panama, 36 trips of 4,134½ miles (average)=148,836 statute miles, at 66½ cents	99,224.00
Route 47 "O. M. S.:" San Francisco to Hongkong, 26 trips of 7,342 miles=190,892 statute miles, at \$2.....	381,784.00
Route 64, "O. M. S.:" New York to Buenos Ayres, 8 trips of 7,151 miles=57,272 statute miles, at 66½ cents.....	38,181.33
Route 67, "O. M. S.:" New York to Rio de Janeiro, 15 trips of 6,127 miles=91,905 statute miles, at 66½ cents.....	61,270.00
Route 68, "O. M. S.:" New York to Tuxpan, 52 trips of 2,538 miles=131,976 statute miles, at \$1	131,976.00
Route 70, "O. M. S.:" New York to Havana, 52 trips of 1,412 miles=73,424 statute miles, at \$1.....	73,424.00
Total contract service.....	954,123.33

COUNTRY FREE DELIVERY.

A joint resolution of Congress, approved October 1, 1890, authorized the Postmaster-General to test "at small towns and villages," the practicability and expense of extending the free-delivery system "to offices of the third and fourth class, and other offices not now embraced within the free delivery." The sum of \$10,000, to be taken from the amount appropriated for the free-delivery service, was appropriated for the experimental service. This departure was at once successful. The \$10,000 appropriated yielded net proceeds of over \$3,600, due to the increased business that was caused, and the salaries of the postmasters of the offices experimented with were raised in the aggregate over \$1,900. For a similar cause the departure was so popular that, when it

Country free delivery.

was feared that the appropriation might not be continued by the Fifty-second Congress, private arrangements were made by the people in more than one of the affected communities by which the service should be continued, whether or no; but the appropriation of \$10,000 was granted and the experiment, it hardly needs to be added, continues to be successful.

The forty-six communities experimented with varied in population from 300 persons to 5,000, and, while it has been village free delivery and only rural as it reached out into the surrounding country, the expectation has been that the very general extension of the system would be permitted and that a free delivery gradually leading up to universal might be put well under way. If anything is to be done outside of the large cities and towns beyond carrying the mail bags to the post-offices and there emptying them (for the people to look out for their letters as convenience permits them),

Free delivery
must grow.

it would seem that no better method of beginning could be found than the present one. Indeed, the popularity of the experiments and the sound business results prove this. The old system is really colonial. It takes pay for delivering letters without delivering them. It obliges people to go or send for mail, and that means, in the winter or stormy seasons and for families of aged people, the deprivation of going without letters and periodicals (hardly less valuable) that lie in post-offices for long periods not called for. We shall look back with astonishment before many years that the present system had to be suffered so long.

The concentration of labor which would be involved in the employment of one person to do what formerly required perhaps fifty to do is a great business advantage to the rural dweller. It is a great business advantage to the local paper to obtain regularity and economy in its daily service, to the city weekly or the daily, and even to the periodical. It would mean even more than this to the social life, for correspondence would be stimulated and reading would be encouraged, and the long evenings lightened and the long working days brightened. The farmer receives his periodicals, his prices current, his special information that he desires. The grown-up children stay at home more readily and the old place is every way made happy. The family is in touch with the rest of the world.

Free delivery
and social life.

The experiments have mainly related to villages, to be sure, but it has been a daily service and it has cleared a profit. It is easy enough, therefore, to say that the free delivery can be inexpensively extended further and further;



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and

and it ought to be done, whether it pays a profit to the Department or not. As the frequency of the deliveries increases and the service seems to pay its way, if a daily visit is too expensive, let the service begin with a triweekly or a semiweekly service; only let it begin. The agitation for good roads would be quickened incalculably, for wagon and horseback travel would not only of necessity have to be made more easy, but the bicycle would be brought into requisition. Good roads as well as frequent and regular mail facilities mean a more rapid settlement of the country and enhancement of values and a local and widespread prosperity.

Good roads.

The continued experiments, if they can now be called such, have been as successful as at first. I hardly see how the service can justly be discontinued. On the contrary it would be wise to increase the number of country free-delivery offices by at least one thousand each year for the next ten years. With the added privilege would come a new impetus, and all of the cities, which are all so much dependent upon the country neighborhoods, as well as the towns and the farming districts, would be supplied the sooner with a simple, business-like, almost necessary, postal facility.

1,000 new free-delivery offices every year.

I believe fully that great advances could be made in the direction of country free delivery by an evolution of the star-route service; and we would see free delivery to persons living along the highways traversed by the star-route contractors, with little if any increased cost to the Department, in a very few years. The Postal Laws and Regulations (section 576) permits the mail-carrier to take mail from the office of its destination and deliver to the patrons of that office living along his route, and these regulations require him (see section 718) to receive letters presented to him for mailing. But this system of delivery makes no provision for patrons of an office who live along the route traversed by the carrier previous to his arrival at the office, as he can not take their mail except on his return, for section 565, P. L. R., requires mail, with some special exceptions, to be "sent to and delivered at office addressed;" nor does the system of collection which requires persons to wait along the route and hand their mail to carriers (section 718) afford the requisite condition.

Star-route free delivery.

Section 565 might be so amended as to permit postmasters at the termini of star routes to deliver to mail-carriers, upon written orders of addressees, mail matter for the patrons of offices along their routes, and any patron desiring to do so should be permitted to put up a convenient

receptacle into which the carrier might deliver mail and from which he should collect mail whenever he passed upon his regular trips; and, if to these boxes was given the same protection as that afforded other letter boxes, all persons living along star routes would have a rural free delivery and in the future it could be provided for by regular contract. After these measures had been fully developed, other routes more circuitous and in more populous districts could be established and the service put under contract and not be performed by salaried carriers.

Star routes and
collection letter
boxes.

It may be noted here that the inventor of one of the house letter boxes, successful in the recent examinations by commissions appointed by the Department, has offered to equip a rural postal route somewhat after the above method. Only he proposes to go to the extent of providing for a daily collection and delivery of mail by mounted carrier over a very sparsely settled route covering 20 or 30 miles, and offers moreover to equip this route with collection and delivery boxes. He has also offered to equip similarly one of the present country free-delivery routes. The object is to ascertain just what effect upon the revenue the introduction of these boxes and these collections would have. The Department has encouraged this experiment.

Traveling post-
offices on star-
routes.

It has been suggested—and the suggestion seems a good one—that in equipping one or more of these country free-delivery routes with the collection and delivery boxes the experiment might be tried whether or not the carrier could not sell postal supplies in limited quantities, register letters, issue and pay money orders and postal notes, and become, in short, a traveling post-office. It is further suggested that, inasmuch as these functions would be especially valuable on star routes, where distances are long and facilities remote, the Department might be empowered without reference to any independent experiment, to try this proposition along some particular star route.

COLLECTIONS OF MAIL FROM HOUSES.

House-to-house
collections.

A radical departure in the free-delivery service has been undertaken and found to be successful, and it has already been decided to apply it to residences in all free-delivery cities where householders will furnish the facilities. It is the collection of mail from houses. As is well known some sixteen hundred models of house letter boxes, some of which should provide means for the collection as well as the delivery of mail, have been examined during the last two years by competent commissions, and I expressed the belief in



The inside delivery and collection box attached to a door, giving a view of the device on the inside of the house with mail posted by householder for collection by carrier, the lid being left open for increased capacity.



As the box appears on the outside of a door, the call-disk having been raised automatically by the opening of the cover to posting compartment. The name "Ferriss" is the householder's name, and the number—5473—the house number.

my report last year that it would be found upon actual tests that this collection of mail from house doors could be performed without loss of time to the carrier, and hence without expense to the Department, if the time formerly consumed by carriers waiting for persons to come to doors could be gained, as it was claimed it would be gained, by the use of the collection and delivery box.

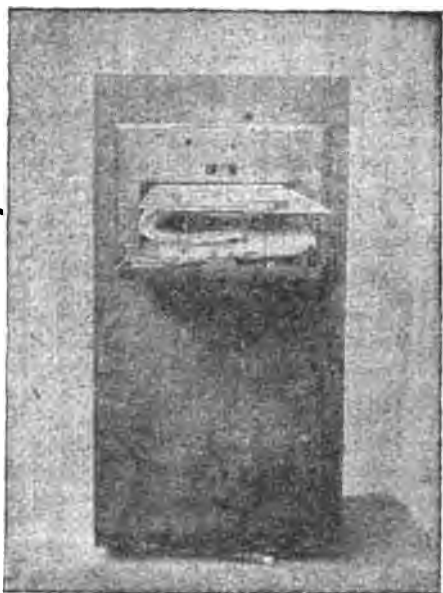
In Washington City, where the test of one of these boxes was made for one month, an hour or more per day was saved to the carrier, and in St. Louis, where the test of another one of the boxes was purposely made as hard as possible, it was found that there was actually no loss of time; and the postmasters of St. Louis and Washington promptly and unqualifiedly declared that the collection of mail from houses could be undertaken without the enlargement of the present carrier forces,

Time saved in collections.

Accordingly I issued, on September 9, 1892, an order directing that the postmasters of free-delivery cities should afford patrons the opportunity to have mail matter collected from their doors whenever two-thirds of the householders on a given route should signify to the postmaster their desire to have it and should have equipped their houses with some one of three boxes found by the commissions to be suitable and safe. The work of introducing the house letter box, therefore, is now vigorously under way.

Safety of mail
enhanced.

An important advantage sure to result from the general system of house collections is the additional safety of the mails; for not only is matter deposited in a safe place, but it is dropped for collection within the doors of houses, and hence the chance of detection, if thieves should be disposed to rob these boxes, would be almost certain; and the booty would no longer prove tempting, for what had formerly been



Here the carrier has unlocked the door of plate to collect mail posted—the call-disk having dropped automatically when the carrier's door is unlocked.



The carrier is delivering a bundle of mail matter through the delivery port.

dropped in a street box would now be distributed in perhaps a hundred houseboxes; and for a similar reason the street box would no longer prove attractive to thieves.

It was noticed, after the test on the St. Louis route was over, that over four times as much mail matter had been collected from the house boxes in a given time as had formerly been collected from the street boxes on the same area during a similar period. This meant a remarkable

actual increase of matter mailed; for, although some business letters formerly written and dropped down town had undoubtedly been mailed at home and although many letters written at home and formerly mailed down town were now dropped at home, still these two circumstances could not account for the total increase. It is the old story, then, of increased business resulting from increased facilities. That means increased revenue and remotely it also

Increased collections.



In this view the carrier is delivering a package, the larger opening being obtained by unlocking the carrier's door.



Here the householder has unlocked the lower compartment preparatory to taking out the mail delivered by carrier. Another application of this box is its construction in the wall of a house, bringing the back of the box flush with the inside wall.

means a larger and better carrier service, because additional deliveries and collections could be afforded.

EXPERIMENTS WITH PNEUMATIC TUBES.

I was able to secure an item of \$10,000 in the last post-office appropriation bill for experiments with pneumatic tubes. A call by advertisement in the newspapers of the principal cities for propositions was issued and eight proposals were submitted. One only of these proved practicable for im-

Pneumatic tubes started.

mediate testing, that of the New Jersey Rapid Transit Company, and this company is already putting down tubes in Philadelphia between the post-office and the East Chestnut street station, to be completed soon after December 1, 1892. This company is at an expense of \$25,000, as I am informed, to make this experiment successful, and the Department has by agreement the privilege of using the system for the period of one year without expense,



A view of the outside delivery and collection box, with call-disk up to indicate to carrier that there is mail to collect.



Showing the operation of delivering mail to the outside device through the delivery port in the bottom of the box.

and may then rent, purchase, or reject it without incurring any liability. As is well known, the tubular post has been a



A view of the outside box with both compartments open, there being both delivered and posted mail. The spring on top of box is for increased capacity

marked success in Berlin and other foreign capitals, and, as is equally well known, I have persistently advocated its use in such cities as New York and Chicago. I urge all this now more strongly than ever; and, if the experiments under way are as successful as expected, we may properly congratulate ourselves that the beginning of a tubular post, or perhaps an electrical post, for cities has been made.

COUNTY-SEAT VISITATIONS.

The exclusion of lottery mail and the establishment of postal subsidies, the country free delivery, house collections, and pneumatic tubes (which provide, it will be noticed, for postal advancement both in town and country) have been, as I have pointed out, some of the larger things which have entitled the postal service and those who now direct it or who shall direct it in the future to the confidence of the people and of Congress. Two other departures which your administration has seen the beginning of are hardly less radical. The first is the visitation of the thousands of small post-offices by the postmasters at county seats. It is literally true that three-quarters of all the county-seat postmasters in the country have for two successive years, at a really enormous expenditure of time and money to themselves, visited over forty-five thousand other postmasters, for the interchange in as many instances of experiences and ideas. The results have been almost innumerable, and in the aggregate have been most important; for there has not been a recommendation made by a single visitor that has not received careful attention, and

Permanent supervision suggested.

where improvements have been possible they have been made; and these visitations, which for these reasons have so far become permanent until some more regular and authoritative supervision of all the post-offices can be had, have suggested with almost irresistible force the benefit that would be derived from a division of the country into postal districts, and a coherent, far-reaching, and minute system of supervision.

County-seat
visits repeated.

In May last I asked seven representative postmasters to Washington to consider whether the county-seat visits should be repeated. The decision was unanimous in the affirmative. The former visits had resulted in bringing the post-offices into sympathy with one another, giving to each the best thought and experience of the others, and had yielded and were still yielding abundant fruitage. The conference of postmasters suggested a somewhat wider scope for the visits, and a long list of printed questions was inserted in the postal guide beforehand, to be studied by the postmasters. Ample time (until the 15th of December) was given; so that all the visits are not yet finished. The returns, however, are coming in rapidly, and few have declined to undertake the work. The reports recommend the rating of all the post-offices as excellent, good, fair, or poor; and it has been contemplated to make honorable mention in some way of all who are rated excellent.

What one coun-
ty-seat postmas-
ter reports.

One of the many reports received will serve as a fair specimen. The postmaster states that he has visited seventy-two post-offices; that he has traveled approximately 450 miles by carriage and 100 miles by railroad. The offices had greatly improved in the past year. They were cleaner and more intelligently kept and the postmasters took more interest in them. This interest extended to the people themselves, from whom he received many inquiries, showing that the average inhabitant of the neighborhood appreciated the interest taken in the locality. Whenever a woman postmaster was found, there was a neatness and cleanliness which could not fail to be noticeable. The county-seat visitation had been the means of making a marked improvement in the country offices. The postmaster is inspired to give better service; he becomes more anxious that the public should become satisfied, and knowing that his patrons are looking for the visit it becomes a matter of pride with him that his office shall be found in good condition and well spoken of by its patrons and that he himself shall be familiar with his duties.

PROMOTIONS FOR MERIT ONLY.

In order to meet the need of a better upward motion, impetus, and energy in the service, I established, by an order issued June 24, 1891, a merit system of promotion in the classified clerical service of the Post-Office Department, in the railway mail service, and on November 30, 1891, in all of the classified post-offices throughout the country. The first results were outlined in my last report. The new system has been continued with most gratifying results. It has completely overturned the old plan, under which promotions were made only too often for other reasons than merit. It is now thoroughly understood that no outside influence can avail to secure a clerk's advancement; it must depend wholly upon his own efforts.

There are, all told, 447 clerks in the bureaus within the Department buildings. The first examination was held on the 30th of July, 1891, and in the fifteen months since that time there have been 342 appearances for examination. Eighty-one clerks have been promoted under this system, as follows:

From \$720 to \$900 per annum	16
From \$900 to \$1,000 per annum	25
From \$1,000 to \$1,200 per annum.....	25
From \$1,200 to \$1,400 per annum.....	11
From \$1,400 to \$1,600 per annum.....	4

Competitive examinations.

Number of promotions.

In my judgment this is a just and businesslike way of awarding promotions, which, having since been extended to the other Executive Departments by order of the President, can hardly fail to become a settled principle throughout the Government.

It is interesting to note that, following out this systematic plan of rewarding and encouraging merit by advancement within the service, the vacancy occasioned by the first resignation in the office of the First Assistant Postmaster-General and the successive vacancies occasioned by the successive promotions continued down the line until the final vacancy was filled by the appointment of a postal clerk at \$800 per annum, as follows:

Example of the merit system.

Hon. James S. Clarkson, First Assistant Postmaster-General, resigned.

Hon. S. A. Whitfield, Second Assistant Postmaster-General, promoted to be First Assistant Postmaster-General.

Hon. J. Lowrie Bell, general superintendent Railway Mail Service, to be Second Assistant.

J. E. White, superintendent Railway Mail Service, to be general superintendent.

E. L. Troy, assistant superintendent Railway Mail Service, to be superintendent.

E. L. West, inspector money-order system, to be assistant superintendent Railway Mail Service.

H. D. Norton, transferred, inspector depredations, to be inspector money-order system.

W. G. D. Mercer, from clerk \$1,000 Railway Mail Service, to inspector.

Alfred J. Moore, appointed railway postal clerk \$800, vice W. G. D. Mercer.

Some examples
of practical civil-
service reform.

In the Department proper there have been in all 193 promotions and 12 removals for cause in the classified service.

It is also of interest to record that a determination similarly to inspire the service in the places not embraced within the classified service has been fruitful of results, as the following promotions under your administration show:

S. A. Whitfield, from Second Assistant to First Assistant Postmaster-General.

J. Lowrie Bell, from general superintendent Railway Mail Service to Second Assistant Postmaster-General.

E. G. Rathbone, from chief post-office inspector to Fourth Assistant Postmaster-General.

James E. White, from superintendent Railway Mail Service to general superintendent.

M. D. Wheeler, from inspector in charge to chief inspector.

N. M. Brooks, from chief clerk foreign mails to superintendent foreign mails.

W. J. Pollock, from chief clerk to Second Assistant Postmaster-General to superintendent free delivery.

W. B. Cooley, from chief clerk money-order system to chief clerk Post-Office Department.

E. C. Fowler, from chief appointment division to chief clerk to first Assistant Postmaster-General.

William P. Campbell, from assistant superintendent Railway Mail Service to assistant general superintendent Railway Mail Service.

James T. Metcalf, from post-office inspector to chief clerk money-order system.

George F. Stone, from clerk to chief clerk to Second Assistant Postmaster-General.

James H. Crew, from clerk to chief railway adjustment division.

Pierson H. Bristow, from chief of appointment division to chief clerk to Fourth Assistant Postmaster-General.

George G. Fenton, from clerk to chief appointment division.

James A. Vose, from clerk to appointment clerk.

George W. Tubman, from watchman to captain of watch.

From the ranks of the Railway Mail Service 17 postal clerks have been promoted to be superintendents of mails in post-offices in large cities; 40 postal clerks have been advanced to be post-office inspectors, 8 have been promoted to clerkships in the Post-Office Department, 9 to be assistant superintendents, 12 to sea post-offices, 10 to be postmasters, and 3 to be assistant postmasters.

THE POSTAL TELEGRAPH AGAIN.

Hon. Cave Johnson, the Democratic Postmaster-General under James K. Polk, reported to the President in 1846:

"It becomes a question of great importance how far the Government will allow individuals to divide with it the business of transmitting intelligence—an important duty committed to it by the Constitution. . . . The use of an instrument so powerful for good or evil can not, with safety to the people, be left in the hands of private individuals."

Almost every succeeding Postmaster-General has pressed the same question upon Presidents and Congresses. For the fourth time I urge its consideration—not for revenue to the Department, but for the public good.

Postal telegraph urged the fourth time.

There is a picture in one of the offices of the Department of an old man gazing out of a window at a fast mail train, and by his side is a young man. The figure of the old man represents Mr. Bangs, who carried the mail on his back over the Ohio prairie, where the railroad at which he looks is now running; and the young man is his son, then the general superintendent of the Railway Mail Service. It is a striking contrast between the mail-carrier afoot or horseback and the train dashing along at the rate of 40 miles an hour, dropping at the stations the mail that has been worked by the way, and catching the mail pouches without stopping. There might now be added to the picture the poles and wires of the telegraph erected beside the railway, carrying the electric letter from New York to Chicago in an instant, instead of twenty-five hours as by the 40-mile-an-hour express. Great changes have come to the country and in the magnitude and methods of business since that picture was made.

A contrast.

I am fully convinced that the Government will never properly do the postal work committed to it until it uses electricity in some form; and therefore I advocate the utilization of both the telegraph and the telephone at the earliest practicable day. To receive letters and other mail and store them away for shipment in bulk, more or less slowly, once a day or even every hour, when a wire and a telegraph instrument for the needed quick messages or telephone might connect the major part of the post-offices, seems an antiquated anomaly. It is true that a large part of the mails must always go by rail, but there is another considerable part that seeks quicker transit, that does not find convenient the 10,000 railroad telegraph offices, often distant from villages, that does not find the telegraph tariff within the reach of working people. The mail and the telegraph are the life currents of business, and to a large degree of social life and the private monopoly of either system

Electricity must be used.

must result in creating a preferred class to whom high rates may not be objectionable. The humbler citizens must do without.

It was said long ago that the telegraph must be a monopoly, and so is the postal system; but the difference is that one is operated for private gain and the other for the public good. The Government follows a settler across the plains and into the mines, and establishes a post-office in order that his family may have letters and newspapers and be more content in a frontier home. The telegraph goes where it can find paying business only; and so it falls out that only a sixtieth part of the people of the United States, owing not to the need but to the inconvenience and the charges, employ the telegraph. The post-office helps to settle, serve, and satisfy the country—literally to make the country—and of all its adjuncts the most important, that which would afford the quickest mode of communication between families near and far, apparently can not be made available in any way.

The private
telegraph goes
where it pays.

All absorbed
by two compa-
nies.

The fact is that in some respects the telegraph seems to get farther and farther away as the capital and power of the great corporation increase. Many telegraph companies have been established from time to time, but to-day there are but two independent companies. All but one have been in some form identified with the one corporation, and the one to be excepted, that is not yet known to have surrendered, is admittedly operated in concert with the other by joint traffic agreement. Practically, so far as the public is concerned, there is but one telegraph company, and however ready parties might be to invest capital in a company to erect lines and contract with the Government for a low rate limited postal telegraphic service, the fear of bankruptcy by reason of such formidable opposition debarb all such enterprises. It is not alone the powerful syndicate of owners of the telegraph company that must be met and persuaded, but there are other interests connected with the telegraph business that stand out against all measures looking to a telegraphic service in any form by the Government. The growing strength of this corporation whose capital stock is quoted in 1858 as standing at \$358,700 may be better understood from the following paragraphs taken from its last annual report:

But since the expiration of the fiscal year some action has been taken which should not pass unnoticed in this report. By order of the board of directors a meeting of stockholders has been called for October 25th instant, to vote on the question of authorizing an increase of \$13,800,000 in the capital stock of the company, making the aggregate capital stock \$160,000,000.

In the last previous report it was shown that the surplus earnings remaining uncapitalized on the 30th of June, 1891, was \$13,015,925. It has been shown in the foregoing statements that the surplus has increased during the year covered by this report, and was, on the 30th of June, 1892, \$15,174,310.94, to which several hundred thousand dollars have been added during the first quarter of the ensuing year. Of this surplus it is proposed to capitalize \$13,800,000 by the issue of that amount of additional capital stock, and make the total capital stock an even \$100,000,000.

The annual report of the largest company.

The charter of the company stipulates that "the lines shall be extended from the sale of capital stock and not otherwise," and the law does not permit the sale of capital stock at less than its par value. The only method, therefore, of compliance with both the charter of the company and the general statutes, is to expend a portion of the net earnings, which belong to the stockholders, in the extension of the lines and addition of wires and other telegraph properties, and give the shareholders pro rata capital stock for such expenditures at par.

In 1881 the company distributed \$15,526,590 of capital stock in pro rata dividends to share-holders. This action was attacked in the superior court of New York, and went through the special and general terms up to the court of appeals, which court of last resort not only fully justified the action of the company, but more than intimated that it was the duty of the board of directors to make the distribution.

But no definite disposition of the proposed increase of capital stock has been determined upon. If authority be given to make the increase, the new board of directors elected at this annual meeting, will in due time determine on such disposition of the increased capital as shall be for the best interests of the company and equally fair and just to all the shareholders.

It will be seen from the figures given that during the past eleven years about one and a quarter millions per annum, a sum nearly equal to 1½ per cent on the capital stock outstanding, has been expended annually in additions and extensions of the telegraph properties of the company; and the continued increase of business and growth of the country indicate that the expenditure is not likely to be lessened in the immediate future.

It is in contemplation, therefore, to reserve at least a considerable portion of the increased capital in the treasury to meet these continued expenses, and relieve the net earnings from at least a portion of this heavy burden.

The steady and satisfactory increase of business during the first quarter of the ensuing year indicates a handsome increase in the figures of the next annual statement.

This enormous business, producing gross revenues nearly one-third as large as the entire revenue of the Post-Office Department, increases every year. Last year the increase was \$672,078, and each year the amounts added to the surplus make the property more and more valuable, as there will probably be stock dividends in the future as in the past. I am pleased to have the company's official statement proving that the agitation for postal telegraph has not, as some argued, impaired the value of "vested rights."

Telegraph property becoming more valuable.

All these facts are stated here for two reasons:

1st. To show the growing power and increasing inde-

pendence of the rivals of the Post-Office Department in the message carrying business.

2d. Respectfully to suggest the propriety of an inquiry into the cost upon which telegraphic charges are based, in the interest of the people who expect the Post-Office Department to treat all questions that concern correspondence.

Why the facts
are stated.

The present rates charged average 31.6 cents and are said to cost 22.3 cents per message gross. Naturally, as the business increases the rate of expense becomes less, for the annual report says: "That the increased expenses are less than two-thirds of the increased revenue from the transmission of messages is a gratifying result." The earnings are required to cover the cost of leased lines in service or not, and a dividend on \$100,000,000 original and dividend stock, while in addition the amount carried to surplus every year is large. To quote from the last annual report of the company:

All reconstructions of wires and cables (though a line of poles capable of carrying twelve wires may be replaced by a line capable of carrying twenty-four wires, are charged to current expenses before profits are brought down. Nothing is charged to construction and new property except what is absolutely new and additional. No expenditure for renewals of old properties or betterments enter into this account. Instead, therefore, of having anything to charge off for depreciation of property, the telegraph properties of the company are being improved every year in value, strength, and capacity for business out of the current working expenses.

It may be said that operators are paid more in this country than in foreign countries, and that that is a reason why rates should be higher. But the fact is known that American operators perform double the amount of work usual for operators abroad. The bankers and the speculators who, it is stated, are the principal clients of the telegraph companies may be content with present rates, but the resolutions of boards of trade, chambers of commerce, and working people's organizations sent to the Department show that business people generally, and wage people almost wholly, are far from being satisfied. And from the best information I have I believe that a telegraph company could make a great deal of money on a uniform 25-cent twenty-word message to all parts of the country. I make no doubt but that this rate could be afforded if the telegraph company had the use of the Post-Office machinery, as proposed.

A 25-cent message to all points would pay.

The increase of business on lower rates would be so large that the profits of the telegraph company, in my judgment, would not be diminished. It can not be questioned but that the Government, by reason of what it would save in the use of existing postal machinery, could easily by this

time have offered much lower rates than the present telegraph charges if it had continued to operate the lines it begun. The people think much more about these things than they are commonly supposed to, and they are restive under conditions which they feel that the Government should change. As early as 1844 Henry Clay was advocating Government ownership of the telegraph. He wrote:

It is quite manifest it is destined to exert great influence on the business affairs of society. In the hands of private individuals they will be able to monopolize intelligence and to perform the greatest operations in commerce and other departments of business. I think such an engine *should be exclusively under the control of the Government.*

I have never, as you know, advocated the purchase or construction of telegraph lines by the Government. The plan I favor does not increase Federal offices or officers, requires no outlay of capital, and with the use of a ^{No increase of Federal patronage.} phone puts a telegraph office without cost of rent, heat, light, or clerks, as close to every citizen as the Post-Office now is. It is now known by accurate data that the telegraph offices, as now located, average a distance from the post-offices, which are usually in the center of population, as follows:

	Miles.
In the New England States	4
In the Middle States.....	3
In the Southern States.....	9
In the Western States.....	7
In the Pacific States	13

There are large areas of the country without telegraph offices, but they are supplied (and must be even more fully supplied) with post-offices.

My proposition is to make a contract with some telegraph company to connect post-offices by telegraph, or telephone, commencing with the most important offices and proceeding gradually in the order of probable usefulness. I would reduce the cost of telegrams by the use of post-office buildings, already owned or rented, heated and lighted, by the use of telegraph stamps, by the collection of messages in street or house boxes, and the delivery by carriers and by the use of telephones, which do not require skilled operators. I would contract with a telegraph company to perform the service with its own operators for a fixed sum per message, which sum the Post-Office Department would charge the public, adding a one-cent stamp for local delivery and a special-delivery stamp when instant delivery was desired.

There is in this no Government ownership, no outlay of Government funds, no increase of the civil list, but the sim-

ple utilization of present buildings and forces in perfecting the message-carrying business. The Government permits the use of a 10-cent special-delivery stamp, by which a piece of mail is hurried from the moment it appears. The limited telegraph project proposes to use a 15, or a 20, or a 25 cent telegraph stamp, collect the message at any mail box, and forward it by telegraph, that it may reach its destination in an hour instead of a day, or in a day instead of a week. The introduction of the house collection boxes, from which telegrams would be collected, would put every house in electrical communication with every other house. The relations of the telegraph companies would remain as they are; the Government would be simply a party to a contract.

Telegraph companies act only under force of competition.

Because of the manifest advantage to the country at large in the use of the post-offices for a quicker communication, not possible now in any other way than with the electric current, I hoped for some of the public spirit shown to the mail service by the railroads. But it appears that neither reduced rates nor conveniences are made by the telegraph companies except under the compulsion of competition. The influence and power of these corporations, and, with some encouraging exceptions the members of the press associations dependent upon them, are, if not openly antagonistic, silently opposed to these conveniences that can only be obtained through the operations of a Government service that treats all people and all localities exactly alike.

Inquiry as to trusts.

It is said that the power of some of these companies lies partly in contracts with railroad corporations whose charters and grants of money and lands provide for independent telegraph systems, yet to-day there is practically but one company, and it makes rates and rules as it likes. If the Attorney-General is bound under the law to proceed against trusts because of the danger of advanced rates for merchandise, it would seem to be equally important for some branch of the Government to see if the public are getting all the benefit they would receive if telegraph lines were independently operated.

There is in my judgment no impropriety in the suggestion for inquiry by the Inter State Commerce Commission or by Congress into the various phases of this subject, and into the question of the proper relation of the telegraph and the telephone to the mail. The public are in earnest for a telegraph service as convenient as the mail and for the lower rates that can be afforded. In the near future I doubt not but that Congressmen from some suffering sections will be

chosen pledged to work and vote for an electrical postal service by telegraph, telephone, and tube. The 30-mile-an-hour service is altogether too slow, in this age, for progressive America. There is more benefit to be derived from the incorporation of the telegraph as a part of the postal service than from all the fast railroad service that can be gained in the next twenty years.

THE POSTAL TELEPHONE.

I pointed out in my last report that the telephone patents expired in March and that we should then probably see combinations and monopolies, as with the telegraph. Considerable discussion has resulted. It has been diverting to note that the vigorous denunciation of one monopoly has only been equaled by the onslaughts on the other, and many have found pleasure, and logic, too, as they suppose, in denouncing one and not the other.

The telephone monopoly.

At the small and suburban post-offices electrical communication should be established with other post-offices and with telegraph offices. Numberless advantages for local as well as distant service occur to anyone. Weather reports would be spread, announcements of meetings heralded, physicians called, and countless errands done. The use of the telegraph would be greatly increased; so with the use of the telephone. And with it all the volume of the mails would grow, and, what is more, the postal service would really be fulfilling its constitutional purpose of transmitting intelligence.

THE GERMAN POSTAL TELEPHONE.

The operations of the German postal telephone service are directly to the point, and I ask the attention of all thoughtful readers to the following excerpt from the official report. The moderate charges (especially for office buildings containing many telephones), the convenience and saving of time, and the low rates, too, for spoken messages sent to post-offices to be there written out and mailed for regular or special deliveries, or to be telegraphed, fix, beyond dispute, the value of this departure.

The German telephone service.

1.—OBJECT OF THE GERMAN TELEPHONE SYSTEM.

The telephone system affords—during the service hours of the central office, which, until further notice, begin at 7 a. m. in summer and at 8 a. m. in winter—to every participator the possibility—

- (a) *Of communicating direct with every other participator by means of the telephone, and*
- (b) *Of transmitting to the central office messages which, at the request of the sender, are forwarded by special messenger, by mail (as letters or post cards), or by telegraph, to any addressee in the city or in another place.*

2.—MODE OF MAKING CONNECTIONS.

A telegraph wire which connects the telephone station to be established, according to the wish of the participator, either at his residence, his office, or place of business, with the central office, is laid for every participator, at the expense of the imperial administration of posts and telegraphs. The telephone station is supplied with the necessary apparatus, etc., and, upon payment of a fixed amount, is handed over to the participator for his free and unrestricted use. The wires and the apparatus of the telephone station are, upon the presumption that they are not abused, kept in order at the expense of the administration of posts and telegraphs. Damages to the wires and apparatus, caused purposely or by neglect, must be repaired at the expense of the participator.

The participator is not allowed to rent out his telephone station or to let other persons use it on payment of a charge in matters other than his own.

Nevertheless, the owner of a house or piece of property which is connected by wire with the central telephone office may cause telephone stations to be established in the dwellings, stores, offices, workshops, or other places of business in his house or on his piece of property, and allow his tenants to use them on payment of a charge.

Communication between these telephone stations and the central office, and through it with other participators, is invariably effected with the assistance of a person (janitor, etc.) specially appointed by the owner.

3.—CONNECTION OF SEVERAL STATIONS OF ONE AND THE SAME PARTICIPATOR.

It is considered as a rule that every telephone station is connected with the central office by special wire. It shall, however, be permitted to interpolate in the telephone wire of a participator a second telephone station belonging to the same participator, as an intermediate station, in case this second telephone station is not farther than 500 meters (1,640 feet) from the main wire. With the view to maintain the proper order in the telephone service, it is not permitted to interpolate more than one intermediary telephone station.

A second, third, etc., telephone apparatus or call bell may be placed in another location in the house or piece of property belonging to the same participator, after a proper understanding has been had with the authorities.

4.—CALCULATION OF THE ANNUAL CHARGES.

The charges for the use of a telephone station and the wires belonging to it are calculated as follows:

- (a) For every telephone station within the city postal delivery, no matter whether the station is a terminal or intermediary one, there shall be paid per annum 150 marks (\$35.70).
- (b) For every telephone station situated outside the city postal delivery there shall be paid, in addition to the sum mentioned under a, per annum 50 marks (\$11.90) for every kilometer ($\frac{1}{2}$ of a mile) or fraction of a kilometer.
- (c) For additional telephone stations established in the same house or on the same piece of property, for the use of a second, third, etc., participator, there shall, if a single connecting wire is used, be paid per annum, in addition to the charges

mentioned under *a* and *b* for the connection of the first telephone station with the central office, the sum of 50 marks (\$11.90) for every house or piece of property, the minimum charge, however, per year to be 100 marks (\$23.80).

- (d) For placing an additional telephone apparatus in other locations in one and the same house or piece of property, the additional charge per annum for each apparatus shall be 20 marks (\$4.76).
- (e) For putting in a call bell of the ordinary kind in connection with the additional telephone apparatus mentioned under *d*, an additional sum of 10 marks (\$2.38) shall be paid per annum for each call bell.
- (f) For special call bells, differing from the ordinary ones, there shall be paid by the participator, in addition to the amounts mentioned under *e*, all expenses for procuring and placing the call bell and for keeping it in order.

The Imperial Administration of Posts and Telegraphs reserves to itself the right, in case indemnities have to be paid for the use of private houses or pieces of property for the support of the wires, to collect the amounts laid out, by adding a corresponding amount to the fixed annual charges. If these amounts should exceed one-fourth of the sums mentioned under *a* and *b*, the participator has a right to withdraw from the contract before its termination. Such withdrawal, however, can only be made at the end of a calendar quarter.

5.—CHARGES FOR THE REFORWARDING OF MESSAGES.

For receiving a message which has been dictated to the central office by the participator by means of the telephone, including the immediate delivery to the next post-office or telegraph office, and for transmitting a telegram received at the central office, to the participator by telephone, there is charged a fixed amount of 10 pfennigs (2½ cents) per message, without regard to the number of words, and the additional amount of 1 pfennig (¼ cent) per word.

For the reforwarding, by special messenger, by mail or by telegraph, of a message received at the central office, the regular rates for such reforwarding are charged in addition to the above-mentioned charges.

6.—PAYMENT OF THE ANNUAL AND OTHER CHARGES.

The payment of charges mentioned under 4 shall be made at the discretion of the respective authorities, either in an annual sum or quarterly, in advance, on January 1, April 1, July 1, October 1. If a telephone station is opened about the middle of a quarter, the first payment for that period till the end of the quarter shall be made when the telephone station is delivered to the participator.

The charges mentioned under 5 for receiving and reforwarding messages must be paid at the end of each month, or as soon as they have reached the amount of 10 marks (\$3.28).

A claim for refunding of charges in case of interruption of a telephone connection, for the time of such interruption, will only be entertained if this interruption has been continuous for four weeks at least from the day the announcement was made.

REPORT OF THE POSTMASTER-GENERAL.

Statistics of the German telephone service.

[From triennial "Report of the Imperial German Administration of Posts and Telegraphs," for the period 1888-1890.]

A.—CITY TELEPHONE SERVICE.

	March 31—			
	1882.	1885.	1888.	1891.
1. Cities with telephone service	11	62	158	238
2. Number of telephone stations	1, 884	9, 382	25, 829	52, 405
3. Number of telephone apparatus		14, 274	29, 929	80, 519
4. Length of wires, kilometers	3, 770	15, 864	37, 667	76, 149
English miles	2, 357	9, 915	23, 542	47, 593

Messages transmitted during the first quarter, 1891, 63,548,383 (13.5 per station).

B.—DISTRICT TELEPHONE SERVICE.

In several districts having similar manufactures and a strongly developed traffic, measures have been taken to enable a person using the telephone to make connection beyond his city limits, by establishing telephone systems, each forming an independent whole, and embracing the entire district. In suitably located places of the district central telephone offices have been established and connected with each other by wire. Each participator in the *district telephone service* is thereby enabled to have communication with any of the other participators of the system. The annual charges for a telephone station range from 200 to 250 marks (\$65 to \$82). At the end of the fiscal year, March 31, 1891, there were *six* such districts, embracing the principal mining and manufacturing regions of Germany.

	March 31—	
	1888.	1891.
1. Number of telephone stations	1, 262	2, 388
2. Length of wires:		
Kilometers	3, 161	5, 502
English miles	1, 776	3, 839
3. Length of connections:		
Kilometers	1, 674	3, 581
English miles	1, 046	2, 238
4. Number of messages transmitted	16, 507	41, 075

C.—LONG-DISTANCE TELEPHONE SERVICE.

	March 31—	
	1888.	1891.
1. Number of connections	148	254
2. Length of connecting wires:		
Kilometers	6, 509	17, 163
English miles	4, 106	10, 727
3. Number of messages transmitted	18, 843	47, 382

The charges for a long-distance connection by telephone are 1 mark (23.8 cents) per three minutes. For the exchange of conversations between neighboring places, either an annual sum (once for all) of 50 marks (\$11.90) is charged, or 50 pfennig (11.9 cents) per single conversation.

The longest of the existing long-distance telephone lines is that between Berlin and Breslau, distance 349 kilometers (218 miles). By connecting several lines, however, distinctly audible conversations have been held at distances of 700 to 800 kilometers (438 to 500 miles).

D—EXPENDITURE AND NUMBER OF EMPLOYÉS.

The *expenditure* during the triennial period, April 1, 1888, till March 31, 1891, for establishing, completing, and maintaining the telephone stations and connecting wires in the city and district service, amounted to 18,518,806 marks (\$4,407,475.82), and the *entire expenditure*, since the introduction of the telephone service, to 31,685,789 marks (\$7,541,217.78).

The *revenue* (not given) is, in the report, stated to have been entirely adequate.

The number of employés in the telephone-service was, on the 31st of March, 1888, 854; 31st of March, 1891, 1,652.

DIVIDE THE COUNTRY INTO POSTAL DISTRICTS.

In my first year in this office I went before the House Post-Office Committee and urged the consideration of a plan to divide the postal service into districts upon a real business basis, stating, that, if I were asked what onething would most benefit the system and what of all of the proposed reforms I most desired, it would be the reorganization of the Department into districts, to be supervised by trained postal experts. The necessary legislation was not enacted, nor was the money appropriated for additional inspectors, which I later hoped to put upon similar work on a modified plan. All that could be done was to invite the volunteer service of county-seat visitors. This has accomplished very much; but it seems superficial compared with what the district supervising plan would contemplate.

This, like the other great postal reforms, can be only a question of time. The present cumbersome, costly, scattering system will be displaced by the less political and less wasteful structure, and one more coherent, decentralized, and businesslike. There has not been a year in your administration when I could not have saved double the total salary of half a hundred supervisors, and I am certain that the service could have been regulated, quickened, and, in a measure at least, kept up nearer to the time. The proposed system would accomplish without objection the purpose of the bill to select fourth-class postmasters with less political intervention or none at all.

Briefly, the plan is to divide the whole postal territory into a certain number of districts, say one hundred. I formerly suggested a division by States; this would probably not be numerous enough. Each district would be put in charge of a postal supervisor or director, and the regular inspectors of the Department should assist these supervisors, as they might be needed, in depredation work. Then all detail matters relating to the establishment and discontinuance of post-offices, the establishment of stations, appointments and removals, the best utilization of and changes

in routes, the putting on and the taking off of service, the right interpretation of the regulations, irregularities, and, in general, the whole business conduct of the service, would all be superintended personally by the district supervisors with the assistance, as suggested, of the regular inspectors when required, and with the support, of course, of all the postmasters in the district who would feel, as never before, that their efforts on behalf of adequate facilities and economical and enterprising management would find appreciation. The district supervisors could act under rules without reference to the Department at Washington and without useless delay; they would be the counselors of the Department, the general medium of communication with it; and the First Assistant Postmaster-General should be constituted the comptroller or actuary, to whom the supervisors should report. The members of Congress would find themselves relieved of no end of disagreeable departmental drudgery, and the Department would come directly in touch with the postal employes, and they, in turn, would be better in touch with the people served. The first objection to such a departure is that it is said to increase the civil list by 100 men. This expense would be infinitesimal compared with the savings which would actually result from this closer supervision of the service, and the slight increase in the civil list would be counterbalanced many times over by the consolidation of the force, and by the better performance of the work by fewer employes. While it might not be best to reduce the force, it certainly would not be necessary to make the additional allowances whereby it is annually increased. There is no doubt that under the district supervisor plan the ratio of cost in operating the service would steadily decrease. Since I first brought this proposition to your notice, Sweden has reconstructed her postal service upon the district plan.

The county-seat visitations have served to bring up improvements of detail, and very many postmasters have discussed the need of local centralization. The Pension Bureau and the Internal-Revenue Office are operated by districts. A change upon these lines was made when the Railway Mail Service, the chief credit, perhaps, to the postal system, was cut up into divisions; and another advantage in the service was found to be that local postmasters were required to report to central offices. The district system is common in Germany and other European countries. It is necessary for the prevention of delay and the consequent speedy rectification of shortcomings. It is almost inconceivable that the analogy

The benefits of district supervision.

The benefits of the district plan exemplified.

of the railway mail divisions and of the divisions by districts so successful in foreign countries should never have been generally followed out in this. Fancy a great railway or a great business enterprise of any sort, the telegraph companies or the press associations, with only one bureau of reference. It is absurd! The slight advances already made in this direction in some departments are good arguments for the extension of the district plan. The division superintendents of the railway mail require chief clerks more and more, and the more the numberless details are referred to persons on the spot for prompt action the better, of course, the service is.

FREE DELIVERY BY COUNTIES.

The visits of the county-seat postmasters, the efforts to extend the free-delivery service into communities smaller and more sparsely settled, and the discussion of the proposition to divide the country into postal districts have all tended to emphasize the need of local centralization. Cases where a number of small offices could be consolidated to advantage and the free-delivery service applied, where the postal service, in other words, might be brought to the very doors of the people where now it does not come within three or four miles, have been repeatedly brought to my attention. In districts far in the suburbs, and where country free delivery would apply, the need of consolidation and economy of interests, of the discontinuance of expensive service which could be replaced by less expensive and far more satisfactory service, the demands of visiting county-seat postmasters for these reforms—all of which could be taken up and pushed forward under the district supervisor and local centralization plans—have been even more marked. I think it quite possible to spread the free delivery over entire counties. For example, in Pennsylvania, in the county of Montgomery, the area is 480 square miles and there are 141 post-offices, serving 122,290 persons, with but two free-delivery offices really, though Bryn Mawr is served from Philadelphia and Jenkintown is an experimental free-delivery office and each of the offices in a center of an average of $3\frac{1}{2}$ miles. In the same State, in the county of Delaware, with but 175 square miles, there are 74 post-offices, each covering a circle of $2\frac{1}{4}$ miles, serving 74,683 persons. There are hundreds of similar cases throughout the country where county free delivery is practicable. In the vicinity of cities like Indianapolis and Omaha small post-offices could be discontinued, stations established, free-delivery service extended,

What could be done with district supervision.

Consolidation would pay.

and the Department and the people be far better off; but, as I have before stated, the authority of Congress is required to use star-route contractors and messengers for carrier service.

Take Essex County, Mass. The population is 299,995; the square miles, 500; the average population to a square mile, about 600; the number of post-offices, 72; the farthest distance apart, 6 miles; the average number of square miles having a post-office, about 7; the average population for each post-office, 4,166; the number of Presidential post-offices, 20, of which 9 are free delivery and all on railroads; the total estimated population for these 20 offices, 269,900; the average population for each of the 52 fourth-class offices, 600. An approximate statement of the cost of the service in Essex County for a year (say 1890) is as follows:

Total salaries in Presidential offices	\$38, 700
Total clerk hire.....	35, 436
Total rent, fuel, and light.....	14, 698
	<hr/>
	\$88, 834
Total salaries of the 52 fourth-class offices.....	18, 360
Cost of railroad service per annum.....	28, 280
Mail messenger service per annum.....	5, 230
	<hr/>
	33, 510
Length of mail messenger service, 15.71 miles, 22 routes, at rate of \$326 per annum per mile.	
Star-route service, 13 routes (6 daily and 7 semidaily, Sundays excepted), cost per annum.....	3, 846
Length of star-route service, 72½ miles, costing about \$52 per mile.	
	<hr/>
	144, 550
Cost of free-delivery service in 9 cities during 1890, 97 carriers	82, 130
	<hr/>
Total expense.....	226, 680

An approximate statement of the receipts in this county for 1890 is as follows:

Twenty Presidential offices	\$286, 065
Fifty-two fourth-class offices, only two of which are money- order (estimated for 1891).....	29, 000
	<hr/>
	315, 065
Expenses per annum (1890)	226, 680
	<hr/>
Receipts over expenses.....	88, 385

There are eight star routes in Essex County on which offices are located 2 miles or less apart. For instance, Merrimacport, a fourth-class office, with a salary of about \$275 per annum, is only 1 mile from Merrimac, a Presidential office, which has a salary of \$1,400 and a population of less than 5,000. Nanepashemet, a fourth-class office, with a salary of about \$400, is 2 miles from Marblehead, a Presidential office, having a salary and allowance of \$2,188 per an-

num and a population of 8,200. Essex and South Essex, with salaries, respectively, of about \$660 and \$100, are only half a mile apart, and the service twelve times a week costs \$120 per annum. All this service could be compacted, performed with greater economy, and made far more satisfactory by the application of the free-delivery service; but the acts of Congress now limit the free delivery to certain places and it would be needful to provide legislation for cases like this before anything could be done.

Take another Massachusetts case: The town of Medford, in Middlesex County, has a population of nearly 14,000 and contains four post-offices, Medford, West Medford, Wellington, and Tuft's College. The Medford post-office has enjoyed free delivery since October 1, 1889, but the service has never been extended to the other offices. West Medford contains about 2,200 people. When free delivery was granted to Medford the desire to have West Medford set off as an independent town was active, and the leaders of the movement discouraged the inauguration of free delivery as a possible tie that might bind this village to the old town, though the West Medford post-office is only a mile and a quarter from the Medford office, a distance already covered by the Medford carriers in at least four directions. The Wellington post-office is about the same distance away. Carrier service could doubtless be extended thither for the present expense of the office; so, also, of the Tuft's College office, where a station might be established and whither the free-delivery service might be extended.

No larger question affecting the postal service could engage the attention of legislators. We shall soon grow to 100,000 post-offices and to 250,000 or 300,000 postal employes. There must, of necessity, be contraction, consolidation, and simplification, and with it all the extension of facilities everywhere will be not only possible, but perfectly easy and natural. There may be a difference of opinion about the attachment of the telegraph and the telephone, as a part of it all, however valuable these adjuncts may be, but district supervisors and local centralization, the development of the free delivery in town and country, and with it the collection of mail along country roads are surely good. And it is a fact worthy of notice, if popular support is desired for legislation, that wherever these great reforms have been discussed by the people themselves they have almost universally been favored. The adaptation of the telegraph and the telephone has met with but little opposition which has not seemed to be prompted by monopolistic interest. The extension of the free delivery into the country

Lines of development.

and the house collection of mail have awakened in the organizations of business men and farmers, and especially in the columns of many newspapers, a hearty and general response. These are the great trunk lines, as it were, upon which the postal service can really be developed, and this development should come soon.

THE NEEDS OF NEW YORK.

The great needs of New York, as I have repeatedly pointed out, are a new post-office building and a pneumatic tube or electrical service. The citizens of the metropolis may have these absolutely necessary facilities whenever Congress votes the money for them, and the pneumatic-tube experiment, already in progress in Philadelphia, will show results, I hope, which will render it safe for Congress to apply the system generally to large cities, for there can be no adequate postal progress in such immense and growing population centers as New York, Chicago, and Philadelphia, and perhaps in places like St. Louis and Boston also, until the tubular or electric post is made use of. I have never tired of pressing this need, and if Congress should not meet it, I hope the great cities will continue the agitation. However much the Postmaster-General is called to account he can not give these facilities until Congress says so and makes appropriations.

New York and
Chicago must be
helped.

The absolute necessity of better working quarters for the New York and Chicago divisions of the postal army is painfully apparent; but nothing has been done for Chicago and nothing has been done for New York, except that the Postmaster-General has been constant in pressing consideration of these needs. These letters may be interesting:

MY DEAR SIR: I beg to thank you for the kind and courteous consideration you have accorded the proposal of the New York and New Jersey Bridge Company to furnish the United States with a great central distributing post-office at the union depot of this company, bounded by Forty-second and Forty-fourth streets and Seventh and Eighth avenues, covering two entire blocks.

In furtherance of that proposition, I desire to submit information received from our chief engineer, Mr. Thomas C. Clarke, as follows:

CHAS. H. SWAN, *Secretary New York and New Jersey Bridge Company.*

DEAR SIR: We can give the United States Post-Office Department nearly the whole of the ground floor of our building of the proposed terminal station; also a cellar below for storage, and into which the postal cars will run. This will be connected with the floor above by elevators. Size of each floor, 200 by 700, making 280,000 square feet surface, a little over six acres. The upper or ground floor will be lighted by windows on both sides and at the ends, and the cellar by electric lamps. Please ascertain if this space is sufficient for their purposes.

Yours, truly,

T. C. CLARKE,
Engineer, New York and New Jersey Bridge Company.

I think an early conference upon this important subject would be in the interests of the public, and to that end I shall hold myself ready to meet your representative whenever it will suit your wishes and convenience.

I am, dear sir, with great respect,

CHARLES H. SWAN,
Secretary.

There are some persons in these two cities who claim that the Department has not been sufficiently liberal to the local service. The allowances for the New York and the Chicago offices during this administration have been as follows:

From July 1, 1888, to June 30, 1892.	For carriers.	Clerks.	Mail messengers.	Total.
New York.....	\$4, 224, 415.92	\$4, 649, 607.78	\$735, 522.00	\$9, 609, 545.70
Chicago.....	2, 345, 876.02	2, 321, 338.30	157, 300.00	4, 824, 514.32

The total allowance for the same offices during the previous administration and during this, have been as follows:

	Four years ending Mar. 3, 1889.	Four years ending Mar. 3, 1893.	Excess of this admini- stration.	Per cent of excess.
New York.....	\$6, 979, 928.12	\$9, 814, 049.89	\$2, 834, 121.77	40.6
Chicago.....	3, 364, 002.77	5, 325, 314.15	1, 961, 311.38	58.3

But each successive administration may grant allowances twice as great as those allowed by the preceding one (if it has sufficient appropriations on hand and chooses to discriminate a good deal in favor of those cities) and yet there will be no commensurate improvement. There must be suitable buildings and there must be rapid transit between the stations by pneumatic tubes or electric cars. It is scarcely possible that the service should get into proper shape without these, especially since it is an accepted principle that the addition of one postal facility adds to the requirements of all the others. The convenience of collection of mail from all doors in free-delivery cities and towns and the assorting of mail in street cars, will surely produce more mail matter.

THE CHICAGO PROBLEM.

The erroneous impression exists in some quarters that the Post-Office Department controls or erects public buildings. It is never so. However badly Chicago needs a new and very different kind of building, the authority and appro- Post-office
buildings.

priations to build come from Congress and plans and construction rest with the Treasury Department. To the Postmaster-General are submitted the plans of the interior divisions of the space allotted to the post-office. Nothing more is left to his judgment. The antique post-office building at Chicago appears to be slowly cracking to pieces upon foundations probably sandy in the first place and now greatly overweighted. Whether it is insecure or not I do not know. This I know, that there is no need any more of such heavy, cumbersome piles of public buildings. A revolution has taken place in the construction of large buildings that is well worth the study of Government officials. The use of steel beams and steel pillars not only lessens the danger of settling, but obviates the necessity of immense piles that destroy the value of basements.

The modern
idea of post-office
construction.

It is a great waste to take so much of the ground floor of valuable real estate in the business heart of a city for foundation piers when basements are so much in use for postal purposes. The plot of land in the busiest part of Chicago, occupied by a five-story building with a grass farm 50 feet wide around it, is immensely valuable. If it should be worth \$5,000,000, and there are those who estimate it to be worth more, the rental of one building, at an interest of 6 per cent, costs \$300,000 per annum. It is a question whether \$300,000 is not too much rent for the Government to pay for any post-office when commodious stations, located at convenient points throughout a city, to issue money orders, register packages, and receive mail, with the present system of deliveries going to every house door and office and the added convenience of house collections would answer all purposes.

One of the World's Fair buildings, with tracks running into it connecting with all the railroads, would answer every purpose, after the exposition closes, for assembling and dispatching mails. Jackson Park seems now rather out of town, but it is already the nucleus of a large population, and the town will grow in that direction; but, if the locality should be deemed too far out, one of the buildings could be taken down and rebuilt in a more central quarter upon less valuable property and upon the line of a railroad. Enough money could be saved in three years, from the sale of the old structure and from interest account, to join all substations by means of a belt line of pneumatic tubes with the great receiving station no matter where located in the city. To assort mails on trains for these city districts and transmit them from the central station in tubes would make an even

greater Chicago and set the pattern of an ideal city postal service.

If it is deemed wise to keep the old location, the present building should be taken down stone by stone and a new one built, covering the square to the curb line. The fact would remain, though, that there is no longer any need in large cities for such costly, cumbersome buildings in the most valuable part of the business quarter. The physical work required by the old system is no longer done in city buildings, but in the railway post-office cars in transit. It is nonsensical for the post-office to keep up its great establishment in the business center when that portion of the work to be performed in it could all be done as well in a business structure anywhere near by the line of a trunk railroad; and the messengers of the service covering the city could start from that less expensive point as well as from State and Adams streets. A commodious station, equipped to receive mail and as a place of call for letters and for the money-order and registry business, is sufficient for any locality, no matter how important.

But the need is present. What is to be done? I foresaw the postal disaster inevitable to the World's Fair visitors in 1893 unless prompt provision should be made, and I called your attention to this subject in my last report. Later I urged action by the House Committee on the Post-Office and Post-Roads and subsequently called two conferences of the Senators of Illinois and the Members of Congress from the district in which Chicago is situated to prepare necessary legislation. There were different bills submitted to Congress by the various Members and then the whole subject apparently dropped. The Secretary of the Treasury has frequently been urged by me to remove the officers occupying the second floor of the present post-office building, but nothing has been done. The Exposition opens in five months, and the present room in the Post-Office building is not over half the size that will be required during the year beginning with the first of April next. It would lead to endless confusion and a greatly increased expense to separate the various bureaus by the removal of part of them to another structure, even if such a structure could be had, which is held to be impossible at this time. There are but two things that can be done to extricate the post-office from its present unfortunate position, and one or the other must be done quickly or Chicago's mails will, on many days of 1893, lie for hours unrouted for want of space, in the present quarters, to work in. The first plan would be to displace the tenants on the second floor and use it for postal

purposes, and, if not this, the second suggestion is to erect on three sides of the old building a temporary one-story structure of iron and glass to occupy all the space from the building line to the curb line. The cost of the latter plan would be not more than \$200,000 and the work could be done in forty days.

I can not too strongly urge action on the part of Congress. The Postmaster-General is without authority to use any part of the building not granted to the Department, and without authority or funds to erect a temporary structure. If Congress does not act promptly the credit of the great city is at stake as well as that of the Department. Any Postmaster-General is powerless under existing conditions.

WASHINGTON TEMPORARILY SUPPLIED.

Washington's
needs.

The needs of Washington City were no greater than those of New York or Chicago, but relief has been had, perhaps because the wretched quarters proved a better object lesson. Last spring the local city post-office was removed from its rickety, deadly quarters on Louisiana avenue to the new Union building, on G street, between Sixth and Seventh, which had been erected by private capital for the use of the post-office, according to plans approved by the Postmaster-General. The change is greatly advantageous. The entire working force of the office is on one floor, and within 50 feet from the front doors may be found every public branch of the office. The lease of the property is intended to cover only the period of the erection of the Government building.

THE NEW WASHINGTON OFFICE.

The new Wash-
ington city post-
office.

The act of June 25, 1890, authorized the purchase of square No. 323 on Pennsylvania avenue and appropriated a sufficient sum of money, with a provision limiting the cost of the new city post-office building to \$800,000. The act of August 30, 1890, provided that the building should be fireproof and not less than eight stories in height, and it extended the limit of cost to \$1,900,000, with an appropriation, for the beginning, of \$250,000. The act of March 3, 1891, extended the limit of cost of the building, exclusive of the site, to \$2,000,000; and the act of August 5, 1892, appropriated for the continuation of the building \$250,000. The site has been procured at a total cost of \$655,374.75. The general excavation has been completed, the piling



foundations are nearly finished, and the concrete and stone footing have been put under contract. Drawings for the basement masonry have been completed, and the drawings for the superstructure are so far advanced as to insure the placing of the masonry and ironwork of the entire building under contract before the basement masonry is finished. The entire building ought to be completed in the spring of 1894.

This building will occupy the entire block bounded by Pennsylvania avenue and D street on the north, by Eleventh street on the east, by Twelfth street on the west, and by C street on the south. The main front on Pennsylvania avenue will be 200 feet in length and the depth of the building on C street will be about 300 feet. The main post-office entrance will be on Pennsylvania avenue and the entrance on C street will be used entirely for the receipt and dispatch of mails. The height of the tower from the sidewalk to the finial is about 300 feet. The clock faces will be 20 feet in diameter and about 250 feet above the pavement. The width of the tower will be 40 feet, and it will be visible from the Capitol along the entire length of Pennsylvania avenue and from almost all parts of the city. The material used in the exterior will probably be granite. The projecting balcony over the entrance arches on the main front will form a support for groups of statuary emblematic of the postal service, the coat of arms of the United States, etc. The entire central portion above the second story will be an open light well, about 100 by 200 feet in dimension, roofed over with ornamental iron trusses and covered with a glass skylight. The main body of the post-office working room is immediately under this light well. This working room will have an area of over 34,000 square feet, and each floor above the first story will contain about 20,000 square feet of actual officespace, exclusive of corridors, vaults, etc. The upper stories of this building have not been assigned to their particular uses, but they are much needed by various bureaus of the Government now temporarily and inconveniently domiciled in rented properties.

THE DEPARTMENT MORE AND MORE CROWDED.

The need of more and better space for the executive work of the Post-Office Department has been pressed upon the attention of Congress and the public since 1873. In 1880 there was but one small office located outside, and then more room was needed in the main building. There are now five colonies, containing, with the force of the Sixth

Description of building.

The Department must have more room.

Auditor, hundreds of clerks, tons of files, and great masses of equipment and machinery. The rentals of the buildings for these outside branches amount to \$27,500 per annum, which is the interest on more than a million dollars at the last rate made to the Government. Arguments have been made repeatedly for a new Department building without result, notwithstanding ground in the city of Washington has every day become more valuable. If it shall not be the wish of Congress to provide an entirely new structure large enough to embrace all branches of the Post-Office Department, then I would recommend an enlargement of the present building. In this report will be found a picture of the present structure and a perspective, prepared at my request, and for which I am indebted to the Supervising Architect of the Treasury, of what is possible in the way of enlargement. This enlargement contemplates the addition of three full stories conforming in general style to the architecture of the present building and practically doubling the office space. The estimated cost of this improvement is \$1,500,000. I can not urge too strongly that this matter be taken up promptly.

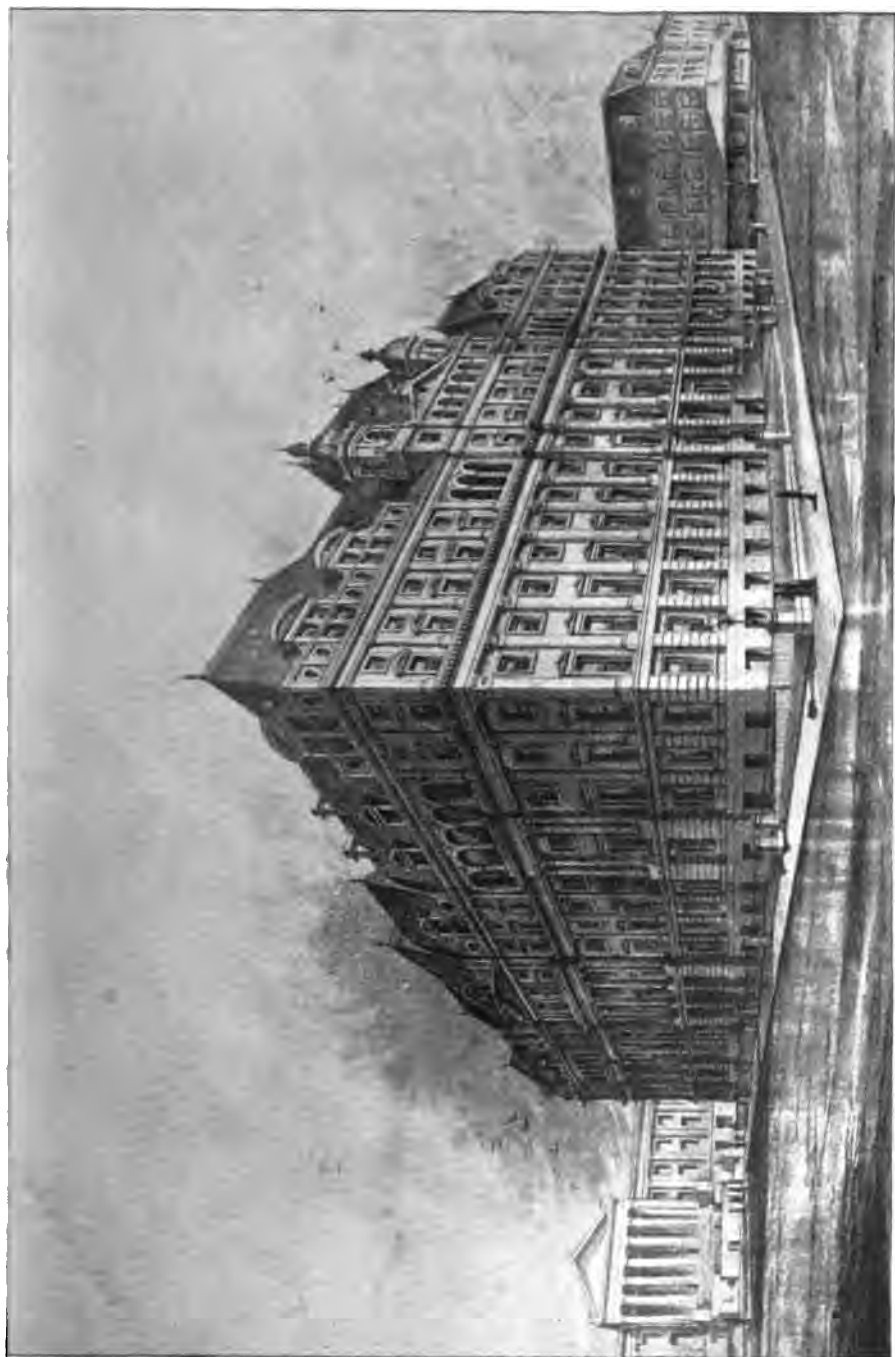
POSTAL SAVINGS DEPOSITORIES.

Postal savings
depositories.

I have steadily urged for four years the use of the postal arm of the Government to assist the people in the care of their small savings. The plan has been well tried in other countries and continues to be successful, not costly to governments to maintain and highly advantageous to the public. It is the wage people who want the system most, and it is the population outside of cities that petition oftenest and loudest for this convenience. The distances of savings depositories from post-offices (which are intended to be centrally located) were ascertained, on the special request of the Postmaster-General when the county visitor went the rounds of the counties, to average:

	Miles.
In the New England States.....	10
In the Middle States.....	25
In the Southern States.....	33
In the Western States.....	26
In the Pacific States.....	52

The satisfaction to a working man, or to a working woman, or to young people at school, or at work, in having within walking distance of their homes, as the post-offices are, a place to put by a part of their earnings, can hardly be estimated, nor can the effect upon a community of such an encouragement of thrift and good citizenship be calculated.



POST-OFFICE DEPARTMENT BUILDING, WASHINGTON, D. C., SHOWING PROPOSED ADDITIONAL STORIES.

Some of the advantages of the system may be seen from the last annual report of the British post-office. The number of depositors for the year ending December 31, 1891, increased to 8,941,431, a gain of 164,865, and the amount of deposits to nearly \$107,000,000, earning interest for the depositors, and, better still, guaranteeing safe keeping, which people of small means care for most. The English Government acts as investor for depositors to the amount of \$25,438,830. On a single day there were as many as 72,869 persons making deposits, who laid by in one day \$790,110. The daily average number of deposits last year was 29,412 and the average amount of deposits each day was \$350,900. During the year there were 992,155 new accounts opened. The total number of persons in the United Kingdom using the privilege is 5,118,395.

Details of British postal savings branch.

The interest of the English Government in cultivating habits of saving in children and working people is evidenced by the following paragraphs from the last annual report of the British office:

It will be remembered that on the 1st of September last an act came into operation which relieved parents from the obligation of paying fees for the education of their children in elementary schools, and that the deficiency thereby caused in the income of the various schools is now made good by grants from the public exchequer representing in the aggregate over £2,000,000 per annum. It was desired by the Government that strenuous efforts should be made to divert into the savings bank some portion, at least, of this large sum, and that parents should be induced to train their children at the earliest age to take advantage of the various opportunities for thrift offered by the post-office. Accordingly, steps were taken in concert with the education department to urge school managers to press this matter on the attention of the scholars and their parents. A circular was issued to every school manager indicating the methods by which this object could be attained and offering all the assistance in the power of the department. The new scheme was based upon the use of stamp slips specially prepared, and it was arranged that a credit stock of postage stamps should be supplied to the manager upon certain conditions. On the day on which school pence used formerly to be paid the manager receives the pence brought by the children and gives in exchange the corresponding amount of stamps affixed to the slips, which the children take home to their parents as evidence of the transaction. At certain intervals these slips are collected and a clerk from the nearest post-office attends at the school for the purpose of opening accounts and receiving further deposits in the individual names of the children. About 1,400 schools adopted the scheme, and others are added daily. It is estimated that the school children had within three months deposited a sum of about £14,000, and it is anticipated that savings of over £60,000 will have been received by the end of the year.

The publicity given to the school stamp-deposit scheme has had the effect of stimulating the formation of school penny banks in connection with the post-office savings bank. A comparison between the num-

ber of such banks applying in the first three months of the present year for permission to deposit their funds with the post-office and the number in the corresponding period of 1891 is very striking, the numbers being 876 and 115, respectively.

For the benefit of a large number of workmen employed in the construction of the West Highland Railway, it was recently arranged to send a clerk from the post-office at Fort William to Loch Treig on Saturdays for the purpose of transacting savings-bank, postal-order, and money-order business. The clerk accompanied the contractor's clerks as they proceeded along the line paying the men at work. The experiment has been so far successful that, as the result of eight visits, 272 savings-bank deposits, amounting to £194, have been made (about 70 new accounts being opened) and 45 postal orders to the total value of £20 have been sold, giving an average of 34 deposits of £24 6s. and six postal orders at each visit.

Postal savings
in other coun-
tries.

It is not only the English nation that shows progress in this branch of the postal service, but all other nations (and all have adopted the system except two) have increased their deposits and the numbers using the privilege. On the 16th of December, 1891, I addressed the following letter to the director general of posts, Brussels, Belgium; the minister of posts and telegraphs, Rome, Italy, and the directors general of posts, St. Petersburg, Russia; Paris, France; Vienna, Austria; The Hague, The Netherlands; Stockholm, Sweden, and Buda-Pest, Hungary:

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., December 16, 1891.

SIR: The subject of postal savings depositories is one which has been much discussed in this country for a number of years. Since my incumbency of the office of Postmaster-General I have, in common with a number of my predecessors, strenuously urged the establishment thereof, and at the last session of the Congress of the United States presented an argument in their favor. I propose to renew the argument in as forceful a manner as possible in the session of Congress which has just begun, and I have the honor to request that to assist me in this object you will kindly send me, as soon as possible, such information as you may have available in convenient form for reference regarding similar depositories in your country. I shall be glad to be advised particularly upon the following points:

First. The date of the establishment of the postal savings depositories in your country, their early history, with their successes or reverses.

Second. The statistics of the system from the date of establishment to the latest practicable date.

Third. Whether the system in its inception or since encountered the opposition of private banking institutions; if so, to what extent and how it was overcome.

Fourth. The rate of interest paid to depositors and the manner in which it is paid or accounted for.

Fifth. Of especial importance I would beg to inquire as to what disposal is made of the sums deposited in the postal savings banks; that

is to say, how they are invested by the government so that they may earn sufficient to pay the running expenses of the system and the interest to depositors.

Sixth. Generally, the essential details of your system.

Inasmuch as I would like to present my renewed argument early in the present session of Congress, I beg the favor of a prompt response.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN WANAMAKER,

Postmaster-General.

The full replies afforded much information and will be found in the appendix. I most earnestly renew my recommendation that early action be taken by Congress in the enactment of needed legislation. Either of the bills introduced in the Senate by Senator Mitchell or Senator Sawyer (S. 1828 or S. 2720) might, in my judgment, safely be passed.

THE FINANCIAL STATEMENT.

As is customary, the revenue and expenditures for the three years ending June 30, 1890, 1891, and 1892, respectively, are restated in the light of present information with regard to expenditures which can be now more definitely determined after the lapse of two years during which the appropriations were available. The story of the revenue.

Fiscal year ended June 30, 1890.

REVENUE.

Ordinary postal revenue.....	\$60,057,877.68
Receipts from money-order business	824,220.24
Gross revenue.....	60,882,097.92
From which is to be deducted as chargeable to bad debts, compromise, and suspense cases.....	23,314.52
Remaining revenue.....	60,858,783.40

EXPENDITURES AND LIABILITIES.

Expenditures:

From July 1, 1889, to September 30, 1890.....	65,930,717.11
From October 1, 1890, to September 30, 1891	631,105.47
From October 1, 1891, to September 30, 1892	37,209.43
Total expenditures.....	66,599,032.01

Liabilities:

Unpaid indebtedness for various objects, as stated by auditor	1,697.74
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Total expenditures and liabilities for the service of the year	66,600,729.75
Cash deficiency in revenue	5,741,946.35

REPORT OF THE POSTMASTER-GENERAL.

Fiscal year ended June 30, 1891.

REVENUE.

Ordinary postal revenue.....	\$65, 065, 293. 87
Receipts from money-order business	866, 491. 85
Gross revenue.....	65, 931, 785. 72
From which there is to be deducted as chargeable to bad debts, compromise, and suspense cases.....	22, 876. 36
Remaining revenue	65, 908, 909. 36

EXPENDITURES AND LIABILITIES.

Expenditures:

From July 1, 1890, to September 30, 1891.....	\$71, 662, 463. 39
From October 1, 1891, to September 30, 1892.....	583, 100. 70
Total expenditures	72, 245, 564. 09

Liabilities:

Unpaid indebtedness for various objects, as stated by auditor	15, 481. 07
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Total expenditures and liabilities for the service of the year.....	72, 261, 045. 16
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Cash deficiency in revenue.....	6, 352, 135. 80
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Fiscal year ending June 30, 1892.

REVENUE.

Ordinary postal revenue.....	70, 020, 507. 86
Receipts from money-order business	909, 968. 12
Gross revenue	70, 930, 475. 98
From which there is to be deducted as chargeable to bad debts, compromise, and suspense cases	60, 605. 79
Remaining revenue.....	70, 869, 870. 19

EXPENDITURES AND LIABILITIES.

Expenditures:

From July 1, 1891, to September 30, 1892.....	\$76, 323, 762. 29
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Liabilities:

Unpaid indebtedness for various objects remaining on September 30, 1892	\$41, 666. 64
Estimated unpaid indebtedness, not yet reported to auditor, on account of transportation of mails by railroad..	8, 235. 13
	49, 901. 77

Total expenditures and liabilities for the serv- ice of the year	76, 373, 664. 06
Cash deficiency in revenue, actual and estimated	5, 503, 793. 87

In these calculations no account is taken of mail transportation on aided Pacific railroads, the amount of which is certified to the Secretary of the Treasury under provisions of existing law, nor of the subsidy contracts.

ESTIMATES FOR THE YEARS 1893 AND 1894.

The net increase in the postal revenues for 1892 over 1891 ^{The finances in the future.} amounted to \$4,955,213.99, 7.6 per cent, while the money-order receipts show an increase of \$43,476.27, or 5 per cent, giving a total increase of \$4,998,690.26. The appropriations for the present year amount to \$80,258,276.73, not including the special items of \$63,000 for the World's Columbian Exposition and \$10,000 for a test and report upon the pneumatic-tube system of mail transportation.

It seems probable that as usual there will be unexpended balances in some of the items of appropriation and deficiencies in others. If the expenditures be estimated at the amount of the appropriation, they will be \$80,258,276.73, plus such part of the \$73,000 last mentioned as may be used for the current fiscal year, which part is uncertain, but may be estimated at one-half of the total, or \$36,500.

There will also probably be extraordinary receipts from the sale of the Columbian postage stamps, amounting, it is estimated, to about \$1,500,000 for the current fiscal year and to \$1,000,000 for the fiscal year ending June 30, 1894. The expenditures for the fiscal year ending June 30, 1894, are taken from the table of estimates regularly submitted through the Secretary of the Treasury for the action of Congress at the coming session.

Upon the basis just mentioned the estimates for the present and next fiscal years may be stated as follows (the subsidy payments are not included):

Fiscal year ending June 30, 1893.

Ordinary postal revenue for the year ending June 30, 1892	\$70,020,507.86
Add an increase of 9 per cent.....	6,801,845.70
Total ordinary revenue.....	76,822,353.56
To which there should be added additional profits to be derived through the sale of Columbian postage stamps	1,500,000.00
Likewise the revenue from the money-order business upon revised estimates of the superintendent of the money-order system.....	920,000.00
Gross revenue.....	78,742,353.56
Expenditures upon the basis of current appropriations	80,294,776.73
Leaving an estimated deficiency for 1893 of.....	1,552,423.17

Fiscal year ending June 30, 1894.

Estimated ordinary postal revenue for the year ending June 30, 1893, as above.....	\$76,822,353.56
Add 9 per cent	6,869,011.82
Total estimated ordinary revenue.....	83,191,365.38

REPORT OF THE POSTMASTER-GENERAL.

Add likewise additional profits through the sale of Columbian postage stamps	\$1,000,000.00
Estimated revenue from money-order business	930,000.00
<hr/>	
Gross revenue for the year	85,121,365.38
Estimated expenditures as shown in estimates submitted by the Postmaster-General through the Secretary of the Treasury	84,249,119.67
<hr/>	
Leaving an estimated surplus of revenue	872,245.71

COMPARISONS OF REVENUE BY ADMINISTRATIONS.

The revenues
under this ad-
ministration.

The postal revenue affords a true criterion not only of the condition of the postal service, but of the general prosperity of the country; and the revenue during the present Presidential administration exhibits a growth which, as compared to that of previous administrations, is without precedent in the history of the Department. In making the comparisons it will be necessary to begin with the 1st of April succeeding each Presidential inauguration on the 4th of March, the accounts of the Department being kept by quarterly periods.

For the four years from April 1, 1869, to March 31, 1873, covering a period almost identical with that of President Grant's first administration, the postal revenue amounted to \$83,603,922.37. This amount was \$20,623,802.89 more than the revenue for the four years ending March 31, 1869, closely following the close of the Lincoln-Johnson administration.

For the four years from April 1, 1873, to March 31, 1877, very nearly covering President Grant's second administration, the revenue amounted to \$108,387,792.09, and this was \$24,783,869.72 more than the revenue for the preceding four years.

For the four years from April 1, 1877, to March 31, 1881, nearly covering President Hayes's administration, the revenue amounted to \$126,610,214.42, and this amount was \$18,222,422.33 more than the revenue for the four years ending March 31, 1877.

For the four years from April 1, 1881, to March 31, 1885, a period almost identical with that of the Garfield-Arthur administration, the revenue amounted to \$172,201,397.30. This was \$45,591,182.88 more than the revenue of the preceding four years.

For the four years from April 1, 1885, to March 31, 1889, closely covering President Cleveland's administration, the revenue amounted to \$198,704,944.08. This was \$26,503,546.78 more than the revenue of the preceding four years.

During the first three years and three months of President Harrison's administration, from April 1, 1889, to June 30, 1892, the revenues amounted to \$211,578,017.36, and the revenue for the nine months ending March 31, 1893, is estimated at about \$58,000,000, making a total for the four years of President Harrison's administration of \$269,578,017.36. This amount is \$70,873,073.28 more than the revenue for the four years ending March 31, 1889.

To recapitulate:

Increase during the four years of President Grant's first administration, from April 1, 1869, to March 31, 1873.	\$20,620,802.89
Increase during the four years of President Grant's second administration, from April 1, 1873, to March 31, 1877.....	24,783,869.72
Increase during the four years of President Hayes's administration, from April 1, 1877, to March 31, 1881....	18,222,422.33
Increase during the four years of the Garfield-Arthur administration, from April 1, 1881, to March 31, 1885..	45,591,182.88
Increase during the four years of President Cleveland's administration, from April 1, 1885, to March 31, 1889.	26,503,546.78
Increase (actual and estimated) during the four years of President Harrison's administration, from April 1, 1889, to March 31, 1893	70,873,073.28

The increase for the four years of the present administration, as shown in the foregoing, is \$15,509,685.23 more than the entire revenue of the Department for the year ending March 31, 1889, which amounted to \$55,363,388.05.

ONE-CENT LETTER POSTAGE:

In my report of a year ago I said, and I have now to say, that 1-cent letter postage is a near possibility. One cent letter postage to every place in the world is what this nation is surely coming to. There are many who now insist that with the postal deficit removed we should immediately reduce letter postage. It must be borne in mind that the English penny stamp is no less than our 2-cent stamp and that our letter stamp carries an ounce while the English penny stamp carries but a half ounce. However, as a 2-cent stamp produces much more than the amount of expense of handling the letter mail, it is urged that the postage on this class of mail matter should be reduced. The present letter rate pays actually double the cost, and by this overpay serves as a protective rate to the Department to cover the underpay for the express business it does for periodicals and books and for carrying advertising sheets at 1 cent per pound, that load the mails enormously and are in point of fact nothing more than business circulars.

One-cent postage bound to come.

All such mail is not only carried at a loss of 6 cents a pound, but it interferes materially with the business of the express and railroad companies, which are properly carriers of heavy packages and freight. There is also to be mentioned the large amount of express business put into the mails by the various departments of the Government.

A reduction of the postage on letters would bring thanks to the Government every time a letter is dispatched or received from millions of people, and the great popularity of the new large postal card, which is crowding out the smaller cards, expresses plainly the general desire for 1-cent letters.

Reduced for
foreign postage.

A reduced rate to foreign countries would be a special boon to those who have found a new home here and whose only correspondence is with the fatherland. The cost of transporting the ocean mail is no greater in proportion than the domestic. If we can not soon have cheaper telegraph and telephone rates, we can certainly have 1-cent letter postage, as the Government is the postal monopolist

SMALLER THINGS TO DO.

A number of smaller things (all quite as important as the larger ones, for whatever is right is all-important) might well be done, and while the people are agitating and the members of Congress are discussing the far-reaching reforms which are absolutely necessary if the postal service is to be modernized, if it is really to transmit intelligence for the people with safety, security, and celerity, the reforms which are not so radical, but which, as I have said, are all-important, ought not to be lost sight of by the public and the lawmakers. I beg to discuss some of these questions, to report what has been done with regard to them, and to point out what needs to be done.

THE CLASSIFICATION OF CLERKS.

The carriers are placed upon a definite and determined scale of salaries, and that is well. Not so the post-office clerks. And yet the duties of the latter are more exacting, their hours of labor, days, nights, and Sundays are longer, their work is indoors, and often in unventilated rooms, and often, too, in unhealthy basements lighted by gas; and, indeed, for these reasons and because of their liability to contagious diseases, their occupation is more dangerous. Yet the present classification law works great injustice and hardship to them. In the past year, as Postmaster Hale of Minneapolis writes me, one hundred and four persons

Just pay for
post-office clerks.

have sought examinations for the carrier service against twenty applicants for clerkships. Undoubted facts like this are not wanting to attest the gross injustice.

I have heretofore called attention to the need of a reclassification in the first and second class offices. These now number 796, and show receipts by the recent adjustment aggregating \$45,462,624, or 64.12 per cent of the total postal revenue. The total number of clerks and employes attached to first and second class post-offices is 9,965. At the outset the Department was greatly embarrassed in the administration of the classification act, because the appropriation for clerks was so limited that the salaries had to be adjusted at the minimum rates, and the rates in a number of instances, as fixed by law, were not equitable nor sufficient. A classification bill, showing the amendments which experience has proved wise, is respectfully submitted in the appendix.

THE PAY OF SUBSTITUTE CARRIERS.

The argument in my last annual report that substitute carriers should receive a small annual salary in addition to their earnings as substitutes is renewed. These men must wait a long time for permanent employment, earning in the meantime perhaps \$300 a year or less. This discourages good men from entering the service and encourages good men to leave it. At present the postal laws and regulations enforce discipline in an office by suspension from duty, of course with loss of pay, or whenever extra work is made necessary by some shortcoming it is required that the offender shall do the extra work. When carriers are suspended it is the rule to give substitutes the full pay of the carriers whose routes they serve. In the case of a suspended clerk the substitute is paid at the rate of \$600 a year, and no further deduction is made from the suspended clerk's pay. A better system would perhaps be the imposition of small fines, rather than the present enforced idleness by suspension from duty. The fines might be reported and accounted for in the quarterly postal account, and they might be allowed to accumulate in the postmaster's hands as a fund for the relief of sick clerks. The substitute carrier sometimes ekes out an existence by doing special-delivery work, but this is irregular and unsatisfactory.

Young men hesitate to enter the special-delivery service because there is no rising out of it into the regular service. If promotions could be made from this to the substitute

Fixed salaries
for substitute
carriers.

Incentives for
letter-carriers.

carrier force and thence to the regular carrier force on suitable examinations, a much better spirit would be infused.

CAPTAINS OF CARRIERS.

Another excellent thing would be the promotion from the ranks of the carrier force of one man from every fifty carriers to be a captain. He ought to have an increase of \$200 salary and might personally serve a short route and yet have sufficient time to supervise the work of his division. This would relieve all overworked men and would stimulate the carriers. It is indeed incredible that the best work should be expected from men who are upon the streets all day without such superintendence as is usual in almost every other calling where bodies of men are employed. The cost of such a departure would be saved ten times over in improved service. No authority exists to put this in operation.

PAYING FOR LEAVES OF ABSENCE.

In conformity with the unanimous action of the Conference of Postmasters, I urge the following:

Resolved, That we request the Committees on Post-Offices and Post-Roads of the Senate and House of Representatives to include in the appropriation for payment of post-office clerks an appropriation of \$300,000, or so much thereof as may be necessary, equitably and justly to carry out the provisions of the act approved October 1, 1890, granting a leave of absence of fifteen days to all clerks in first and second class post-offices.

ABOLISH BOX RENTS.

I again advise the abolition of box rents at all offices which are without free delivery, and also at free-delivery offices to persons or firms located beyond the free-delivery boundaries. If the public is obliged to be at the trouble of calling for mail, it should not be charged for boxes.

PRIVATE LETTER OFFICES.

Stamp out private letter offices.

The law which forbids and punishes the "setting up or professing to keep any office or place of business bearing the sign, name, or title of 'post-office'" is practically a dead letter in large cities. In New York, for instance, there are hundreds of "offices" at which, although no sign "post-office" is displayed, the business of a post-office, so far as delivery of letters is concerned, is regularly carried on for profit. Boxes are rented to all applicants at rates varying from 50 cents to \$2 a month. These offices are made use

of extensively by "green goods" and other swindlers, by thieves and rogues of all sorts, by blackmailers, by procurers seeking to mislead and ruin, and by others engaged in immoral practices. They form an effectual shield against the efforts of the police and of post-office inspectors to locate offenders against the State or Federal criminal statutes. Their abolition would be a decided advantage to the cause of good order and morality, and, in my judgment, they are maintained in violation of the spirit of the statute and constitute an infringement of the Government monopoly of the post-office as established by the Constitution. A stringent act for their suppression should be passed by Congress. A bill for the purpose was introduced at the last session, and I recommend its early passage.

DEAD LETTER OFFICE FIGURES.

There were received and treated in the Dead Letter Office 6,780,980 pieces of original unclaimed matter, a decrease over the preceding year of 48,480 pieces, or a little less than 1 per cent. During the fiscal year ended June 30, 1890, there was an increase of 310,000 pieces, or 5 per cent over the preceding year. During the year ended June 30, 1891, the increase was 311,000 pieces, or $4\frac{1}{2}$ per cent. The past year shows the usual increase to have been arrested, and, for the first time in a long series of years, a substantial decrease indicated by the figures.

One of the best evidences of improved service and distribution

The 5,520,788 domestic mailable letters represent a decrease of 71,775 in that class of mail matter, as compared with the previous year. There was a decrease of 31,754 of ordinary unclaimed letters; an increase of 10,826 in letters returned from hotels; a decrease of 7,749 in letters to fictitious addresses, and a decrease of 43,098 in letters returned from foreign countries. Of the 557,646 domestic unmailable letters received, 445,914, an increase of 3,275, were misdirected, and 32,612, an increase of 4,845, or more than 17 per cent, were wholly without address. Of the domestic misdirected letters, the addresses of 67,942, an increase of 2,379, were corrected and the letters forwarded; 99,449, a decrease of 9,924, were letters held for postage.

The fact that there was an increase of more than 17 per cent in the number of letters wholly without address is clearly suggestive of a large, if not a corresponding, increase in the number which failed of delivery for other reasons, wholly attributable to the senders, and for which the postal service could in no wise be held responsible. The

decrease in the amount of mail matter reaching the Dead Letter Office, while there has been a large increase in the general volume of the postal business of the country, as indicated by the increased revenues, necessarily implies increased efficiency in the various post-offices. Some share in this result may doubtless be attributed to the efforts which have been made directly by the Dead Letter Office and through publications in the monthly guides and in circulars to point out the most frequent errors of the patrons of the mails and the means by which they may be the more readily obviated.

In previous years the constant increase in the work to be performed without a corresponding increase of the clerical force has at times made extra hours of labor indispensable. During the past year, however, the work has been done wholly within the usual office hours, and 231,000 more letters were returned to the senders than during the preceding year. The office at all times had its business well in hand, and the close of the year found its work up to date in every branch.

I renew my recommendation for a branch of the Dead Letter Office to be located on the Pacific slope.

REDUCED FEES FOR MONEY ORDERS.

Encourage the
issue of money-
orders by re-
duced fees.

A general demand has arisen for, and it is believed that the situation requires, a reduction of fees on domestic money orders for amounts exceeding \$15. Ever since 1884 there has been a steady decline in the *average* amount of the domestic money order, and consequently in the *average* amount of the fee received for the issue of such an order. In that year the average amount of the domestic order was \$15.58, and the average fee 12.12 cents. Last year they were, respectively, \$9.94 and 8.58 cents, while the cost to the Government of each of such orders issued and paid, including compensation allowed by law of 3½ cents to the issuing and 3½ cents to the paying postmaster, was about 9.58 cents. This decline, it is believed, may be attributed chiefly to competition on the part of private enterprises which issue "money orders" for large, but not for small, amounts at rates lower than those of the postal money-order system for orders of corresponding grades, leaving this system to suffer by comparison with respect to the rates charged for the larger orders. It is therefore recommended that Congress provide by appropriate legislation for reductions in the fees for domestic money orders

for amounts over \$15. The fees charged for the issue of domestic orders at present are—

	Cents.
For orders for sums of \$5 or less.....	5
Over \$5 and not exceeding \$10.....	8
Over \$10 and not exceeding \$15.....	10
Over \$15 and not exceeding \$30.....	15
Over \$30 and not exceeding \$40.....	20
Over \$40 and not exceeding \$50.....	25
Over \$50 and not exceeding \$60.....	30
Over \$60 and not exceeding \$70.....	35
Over \$70 and not exceeding \$80.....	40
Over \$80 and not exceeding \$100.....	45

I would suggest that the following, in place of the foregoing, be adopted by Congress as the schedule of fees to be charged by postmasters for the issue of orders of that description:

	Cents.	
For orders for sums not exceeding \$5.....	5	Schedule of reduced fees.
Over \$5 and not exceeding \$10.....	8	
Over \$10 and not exceeding \$20.....	10	
Over \$20 and not exceeding \$30.....	12	
Over \$30 and not exceeding \$40.....	15	
Over \$40 and not exceeding \$50.....	18	
Over \$50 and not exceeding \$60.....	20	
Over \$60 and not exceeding \$75.....	25	
Over \$75 and not exceeding \$100.....	30	

Reduction of fees to this extent (from 3 to 15 cents on orders for amounts over \$15), although it would doubtless occasion some little loss of revenue at first, would probably soon cause an increase in the sales of large orders, which would be issued still at a profit; and it is not altogether improbable that in course of time, the public having become fully acquainted therewith, it would result in an aggregate of gain from the issue of such orders sufficient to offset entirely the losses on the smaller ones.

IMPROVING THE POSTAL NOTE.

The postal note in present use, which may be issued for any sum less than \$5 and is payable to "bearer" at "any money-order office," has neither the written application nor the secret advice, and is therefore less expensive to the Department, and can be issued for a smaller fee than the money order for a like amount; but it obviously lacks the security of the money order, which is payable only to a designated person at a designated office. This insecurity of the postal note gives rise to dissatisfaction and complaint on the part of the public and seriously diminishes its usefulness as a means of transmitting small sums by mail, while

Postal notes should be payable to specified person.

the money order is justly regarded as absolutely safe. It is evident that the postal note might be rendered less insecure for remittances by inserting therein the name of the person for whom it is intended as payee; and the files of correspondence in this Department contain abundant evidence that the objection to its use on the part of many would be largely overcome if the purchaser were accorded the privilege or option of entering therein himself the name of the intended beneficiary or payee.

I would therefore recommend that the first section of the act of January 3, 1887, entitled "An act to amend the act entitled 'An act to modify the postal money order system and for other purposes,' approved March 3, 1883," be amended so far as to provide—

Amendments
of postal-note
law.

(1) For a new form of postal note containing space for the name of a payee and for indorsement, in place of the present form.

(2) That a postal note issued on such new form shall, like the present postal note, be payable at any money-order office, but that the person to whom it is issued may enter in the space therein assigned for the purpose the name of the person to whom he wishes payment to be made.

(3) That the person so designated in the note as payee may by his written indorsement thereon direct payment of the same to any other person.

(4) That should the remitter fail to designate in the note a payee thereof the person who presents it shall, before receiving payment, be required to insert therein his own name as payee.

(5) That the postmaster who pays the note shall require the person who receives payment as payee or indorsee to receipt the same.

The remitter of a postal note would then have it in his power to render it comparatively secure, inasmuch as no person other than the payee or indorsee of a postal note of this kind, in which the name of the payee had been entered by the remitter, could obtain payment without committing forgery and incurring great risk of detection, a sense of which would serve to counteract the temptation to theft of postal notes. No increase in the present fee of 3 cents for the postal note would be required, as no additional labor would be imposed upon the issuing or the paying postmaster by the introduction of this new form, and its cost to the Department would not be appreciably, if at all, greater than that of the present form.

SIMPLER APPLICATIONS FOR MONEY ORDERS.

Facilitate the
issue of money
orders.

The postal money order is issued upon a written application, filed by the remitter. By the terms of section 4033, R. S., postmasters and their clerks are not permitted to enter in an application for a money order the particulars

thereof, even when the applicant is unable to write or can write with difficulty only. In such cases the applicant is compelled to go without the money order or to seek some person who is not connected with the post-office to make out his application for him. This often occasions considerable delay and inconvenience and not infrequently causes an intending remitter to refrain from purchasing the order. It would often facilitate the issue and obviate cause for dissatisfaction on the part of applicant if the postmaster or clerk were permitted to fill out the application from dictation, the applicant in such case being required to sign the same or to attach thereto his mark, witnessed, after the particulars thereof had been read by or to him. The object of the statute would still be attained, the same being simply to insure the filing of an application which can not be readily disowned or easily tampered with, and which shall therefore serve to protect alike the remitter himself, the issuing official, and the payee, if question arise as to the true amount or the person for whom it was intended. It is therefore hereby further recommended that the law be so modified as to authorize a postmaster or his clerk to fill out applications for money orders under such regulations as the Postmaster-General may prescribe.

A POSTAL REMITTING CARD.

Something to take the place of fractional currency for the remittance of small sums is very desirable for the convenience of the people and to stop the influx into cities of large quantities of postage stamps which are sold at a discount, thus creating a market for counterfeiters and for stolen stamps. I urge the consideration of the issue of a money postal card of denominations of 10 cents, 25 cents, 50 cents, and \$1 and of the form of the present small card and exactly similar to the ordinary postal card on the address side, and on the reverse side an order on the postmaster of the city of address for a fixed sum payable on the signature of the payee named in the address.

A money postal card.

The cards could be bought at the post-office in bulk and the trouble incident to seeking money orders would be saved to a large extent. For odd sums postage stamps could be used in addition to the cards. The openness of the method would not militate against its safety. Letters with half dollars or gold pieces inclosed are much more tempting to the dishonest than a postal money card would be. That could not be used by any other than the proper person except by committing the crime of forgery.

LOCAL OPTION AS TO SUNDAY MAILS.

How to stop
Sunday postal
service.

I have received letters of remonstrance from individuals and copies of resolutions from religious and humanitarian organizations urging the stoppage of the mails on Sunday. I regret to say that no one has pointed out any good way to do this and that no practicable plan has been offered to stop postal labor on the first day of the week. The most that I have been able to do is to reduce the hours of labor to a minimum. It is wholly impracticable, with the mails in transit from the beginning of the year to the end of it, by day and night, on land and sea, starting every hour from points thousands of miles apart, to stop, at 12 o'clock midnight on Saturday night, all work for twenty-four hours and then start on again. It is possible, however, to permit communities to have local option and to require transportation companies to hold the mails until the next day at points where it is voted to close the post-offices. There are thousands of persons whose scruples lead them to protest against the use of the money which they contribute as a postage tax to enforce labor on Sunday. It would be possible to issue a special envelope or prepare a slip as a sticker for any envelope, to say "This piece of mail not to be handled on Sunday," and all such mail could remain unworked until the following day. It is certainly most desirable to give post-office workers one full day of rest out of the week.

SPECIAL-FACILITY PAY.

No justification
for bonus to
railroads.

I have not included in the estimates for next year any sum for special railroad facilities. I am stronger than ever in the belief that the continuance of the preferential method of compensating railroads is injurious to the general service and an injustice as well to the roads who do not receive equal pay. There will be less justification than ever before for continuing the special payments next year, because many of the railroads sharing in this year's allowance on July 1, 1892, had their ordinary compensation advanced more than 20 per cent under the quadrennial weighing, and a corresponding advance in ordinary compensation will be given to all the remaining special-facility routes commencing with July 1, 1893. In point of fact, there is no such thing now as the West India mail, nor is there any such thing as fast mail along the southern coast, as anyone who travels on these roads well knows—at least what is known in the North and West as fast mail.

THE PAY OF RAILROADS.

The bill for railroad transportation last year was a fraction over \$27,000,000 (transportation, \$24,196,329.71; full R. P. O. cars, \$2,930,189.40; total, \$27,126,329.11) or a little more than one-third of the year's entire outlay for postal purposes. One of the most frequent topics of discussion at the Department with the members of Congress and others is the cost of transporting the mails. There are many who suppose that the Department has the power to fix all compensations for carrying the mail. This is not the case. While the law says that the cost of the service must not be out of proper relation to the extent and productiveness of the mails advanced, it makes a definite schedule of what the Department is to pay to railroads, and the only qualification is that intended to apply to new service. The only freedom the Department has is in the case of star and steamboat routes, these contracts being awarded to the lowest bidder under public advertisement. The repeated argument is made and strongly urged that mail rates should be reduced, because the railroad freight and passenger rates are undergoing constant reduction. While this may be true to some extent, it is proper for me to call your attention to the fact that the mail receives much more consideration from the railroad managers than ordinary freight, and that in a number of instances mail trains have the precedence of passenger trains. Considering that the compensation of railroads under the last enactment of Congress was liberal, I have felt justified in adopting the policy of calling for generous service. The large number of new fast-mail trains, arranged during the past four years to convenience the patrons of the post-office rather than the railroad companies conveying the mails, is a good expression of the spirit of the railroad managers. The response has been not only cordial, but quick and enterprising. In answer to an inquiry of the House Post-Office Committee in the last session I addressed an exhaustive letter giving my views on the compensation of railroads, which will be found herewith in connection with the report of the Second Assistant Postmaster-General.

DEDUCTIONS OF COMPENSATION TO RAILROADS.

The expenditures for mail transportation by railroad carriers during the four years of this administration will aggregate \$98,000,000. The fines and deductions enforced because of failures and delinquencies will amount to \$737,000, or less than three-quarters of 1 per cent. Transportation fines.

Realizing fully the value of securing hearty coöperation from railroads, I early made public my intention to treat all exactly alike. It did not seem proper to grant special favors on account of influence, Congressional or other. The practice that had been common in past years, as I have been informed, of obtaining additional facilities because of reweighings outside of quadrennial periods, or by the making retroactive of regular weighings, I discontinued. I stated my unwillingness to remit fines that had been rightfully imposed, merely upon promises that the interested lines would grant future favors to the service. The purpose was not to reflect upon old methods, but rather to cause all to feel that railroad mail carriers would be upon a parity. I thought the disposition to coöperate would be stronger, and this impression has been fully justified by the results.

Mail service exists on 165,000 miles of railroad, and with only a few exceptions, throughout my whole term there has existed a hearty willingness to comply with every reasonable request; when complaints have arisen, they have had their foundation chiefly in the Department's unwillingness to overlook failures to perform the service properly and according to plain contracts.

As to the matter of fines, it may be borne in mind that it is practically the only means for enforcing the character of train service. We say to the railroads that they shall determine the train schedules; but after we have adapted the mail service to these, the Department must expect a strict fulfillment in the interest of a prompt, reliable service. I have believed it good policy to pay generous rates for the carriage of mails, but I should be unwilling to allow that the transportation of passengers is more important than that of the mails. The delay to a few passengers because of a failure to connect, in most cases, carries with it but little more than temporary inconvenience. The failure to connect one of the through east and west mail schedules involves the mails of the entire continent. For the territory between the Mississippi and the Missouri rivers, a failure to connect means the delay of one business day at least. Beyond the Missouri, a single failure means a difference of from one to three days in getting the mails to their final destination. Every connecting star route, as well as railroad route, is affected by it.

Mails the most
important traffic.

During this administration there have been no special contracts made with railroad carriers which implied any obligation on the part of the Government to reweigh and readjust compensation outside of the fixed quadrennial periods. Such a practice simply means to favor a few and

discriminate against the many. The only instances of preference are those inherited under the head of "special facilities," which have each year by act of Congress been extended to a few roads.

ECONOMICAL MAIL EQUIPMENT.

I beg to refer to the changes which were inaugurated in the spring of 1889, and which since then have been gradually developed, whereby the mail equipment is now being kept in good repair in a shop under the direct management of the Department. This policy has met with opposition from contractors whose interest lay in the introduction of new equipment and patented devices. It may be borne in mind that the increasing volume of mails calls for at least 15 per cent more equipment every year; and lest this branch of the service should become a burden, every reasonable means must be enforced for preserving the entire equipment in use. Saving in mail equipment.

The following resolution was introduced in Congress June 3, 1892:

Provided, That all mail bags, mail-bag catchers, cord fasteners, label cases, mail locks and keys, chains, and all necessary repairs of the same shall be procured by the Post-Office Department upon contracts with manufacturers and repairers of such articles in the United States, upon and after advertisement for bids for the same in the manner now required by law.

The enforcement of the above resolution would involve the Government in an expenditure within a very few years of more than \$200,000 per annum. It would soon call for special appropriations for new equipment, and the tendency would be to get rid, as rapidly as possible, of equipment already in use. And by making its own repairs of mail bags the Department has been enabled to give employment to nearly 100 deserving women. Up to October, 1889, women employed in repairing mail bags were paid \$30 per month, and 40 bags constituted a day's work, 3 cents extra per bag being paid for all overwork. In November, 1891, the rate of pay was advanced from \$30 to \$34 per month, and 38 bags were ordered to constitute a day's work, besides 3½ cents per bag was fixed as the allowance for all overwork. In February, 1892, the basis of pay was further advanced so that beginners were not required to repair more than 28 bags daily, and they were to be allowed 3½ cents for all in excess of that number. The average pay to average sewers is more than \$42 per month. The friends of the "sweat-shop" system are among those who seek to enforce the contract method, because they say the Department wages are too high and they can employ sewers for The mail-bag repair shop.

lower prices. I invite the closest scrutiny of all these details, which are matters of record. This administration increased the pay and lessened the stipulated day's work.

PERILS OF RAILWAY POSTAL CLERKS.

The dangers of
duty's battle.

The fatality among railway postal clerks this year is again startling. There were 345 accidents to railway post-office cars; 5 clerks were killed outright, 60 were severely injured, and 112 were slightly injured. In four years there were 1,118 accidents to cars, 32 clerks killed, 264 seriously injured, and 289 slightly injured, a total of 585 casualties.

The risks are
great.

The risks of railway postal clerks become greater and greater: A few years ago the trains performing mail service stopped at all stations and were run principally by daylight. Now the railway post-office is attached to the fastest trains and a considerable amount of the exchanges have to be made from moving trains. The heaviest service is by night. Two years ago one of these fast-mail trains met with an accident and six railway postal clerks were instantly killed; and as late as September, 1892, an accident to a fast-mail train in Ohio resulted in the killing outright of four of the best clerks in the service. The mails are commercially of great importance, and the Department must take advantage of the quickest trains the railway companies are willing to give; and though every precaution is taken, both by the railways and the Department, it can not be disguised that the risks are frightfully great.

During this administration special attention has been given to the character of the railway post-office equipment. All full cars have been built under the Department's supervision to make them equal to the highest class passenger coach. The standard of framing has had the approval of the Master Car-Builders' Association; it is meant to be as high as that called for in the construction of the Pullman and Wagner coaches. It combines vestibuling whenever the balance of the trains which they operate in are of that character. The Department has also ruled that all new full railway post-offices shall be equipped with the most improved systems of heating and lighting. The railway post-office equipment is thoroughly inspected periodically, and whenever its maintenance falls below the Department's standard the railroad is required to substitute new cars, and until they are in readiness fines are imposed or the mileage payments are altogether suspended.

None but the
best equipment.

I bring these matters to your notice in connection with the statement of perils and casualties, so that it may be known that we recognize the risks that are being run in

the Railway Mail Service; and in the hope of reducing the probabilities of loss of life and to justify the rigid enforcements of existing rules.

The Postmaster-General ought, in the cases of permanent clerks who are killed at their posts of duty, to be authorized to pay to the widows and minor children, from funds arising from deductions because of failures of clerks to perform duty and from other causes, an amount equal to one year's salary of the clerk had he lived, which sum should, however, in no case exceed \$1,000. The Department is authorized to continue for periods not exceeding one year the pay of injured clerks who are unable to perform duty, and the plan I suggest is practically an extension of that method. It could never become a heavy tax on the service.

Payments in case of death in line of duty.

RAILWAY MAIL MEDALS.

Pursuing the policy of recognition of merit in the Railway Mail Service, the General Superintendent issued a notice on April 21, 1891, offering at his own expense a gold medal to the clerk of any class in the service, who should make the best examination record during the calendar year ending December 31, 1891. Superintendents R. C. Jackson, Second Division, New York, N. Y.; E. J. Ryan, First Division, Boston, Mass.; and C. W. Vickery, Third Division, Washington, D. C.; were appointed a committee to examine the records of the clerks and determine the winner, and acting upon their recommendation the medal was awarded to J. F. Phelps, Class 5, Seventh Division, Sedalia and Denison R. P. O., who distributed correctly 99.96 per cent of the enormous number of 32,195 cards, handling 28 cards per minute. At the same time public credit was given to 17 other clerks who passed such excellent examinations as to be worthy of special mention.

The reward of merit.

The improvement in the records of the Railway Mail Service has been constant and most gratifying, and, as shown elsewhere, is, for the fiscal year ended June 30, 1892, the finest in its history. As an acknowledgment of the fact that this improvement is appreciated by the Department, I have offered a gold medal to that clerk who, at the close of the calendar year, shall have made the best record, the awarding of which will be made public in due time.

REPLY POSTAL CARDS INTRODUCED.

Steps were taken early in the present fiscal year to introduce international reply postal cards and to give our people the benefit of the domestic reply postal card authorized by the act of March 3, 1879. The charges fixed by law were

Double or reply postal cards.

4 cents for the international and 2 cents for the domestic card. Many different forms of cards had been submitted, but as the act of 1879 prohibited the payment of royalty or patent, and all efforts having failed to make any of the patented cards available, it was finally determined to adopt the folded card. The lowest proposal under the invitation for bids was 95½ cents per thousand, from the present postcard contractor. The designs bear the head of General Grant in profile, with legends to indicate the value, character, and purpose of the cards. They have been received with popular favor and it is estimated that 20,000,000 will be required annually.

SPECIAL-REQUEST ENVELOPES.

The special-request envelopes ought to be continued.

The last postal appropriation bill contains provisions which may wholly destroy the efficiency of the special request system. They are:

Provided, That it shall not be lawful after the thirtieth day of September, eighteen hundred and ninety-four, for the Postmaster-General to have requests for the return of letters printed upon any envelope sold by any postmaster or by the Post-Office Department: *Provided further*, That the Post-Office Department may continue after the thirtieth day of September, eighteen hundred and ninety-four, to furnish in any quantity stamped envelopes containing the following words: "If not delivered in ten days, return to": *Provided further*, That this provision shall not be construed to interfere in anywise with existing contracts for furnishing stamped envelopes or newspaper wrappers.

The repeal of the present law, that has proved its growing usefulness in over a quarter of a century, could hardly have come about except under a misapprehension of facts. It is thought to have been urged by printers. If this is so, it seems a pity that for the distribution of work that employs only ten men so much confusion, delay, and expense should be saddled upon the Department and the public. The issues of special-request envelopes have increased from 750,000 in 1865 to 313,855,000 in 1892, while the number of separate purchasers amounted this last year to more than 197,000. And not only is the system increasingly popular, but Congress has repeatedly refused to interfere with it.

Expense of abolishing the special request.

The use of special-request envelopes is the basis of the system by which undelivered letters are returned directly to the senders after a specified time, instead of being returned through the Dead Letter Office. It is not unlikely, therefore, that this abandonment of the printing of return requests will lead to the general abandonment of the system, and thus the Dead Letter Office, compelled to take the place of the 68,000 separate postmasters as the medium

of return for all undelivered mail, will require, in order to perform its work, an additional appropriation of probably \$20,000 or \$30,000 annually. The additional labor involved for the post-offices will also be enormous; for, while there is no appreciable inconvenience in returning letters to senders, the return to the Dead Letter Office involves advertising, formally reporting, supplying and addressing official envelopes for the purpose, and occasionally registering and corresponding with the Department. To the public it will mean an intolerable uncertainty as to the disposition of mail, vexatious delays in its return, necessary invasion of its privacy in the Dead Letter Office, and, in case of parcels or of letters where signatures are insufficient, failures to make restoration at all.

Moreover, the special-request envelopes, which comprehend more than half of all stamped envelopes issued, are easily handled in the mails by reason of their similarity of size and shape, the invariable location of the stamp in the most convenient place, and the uniform good quality, and these envelopes are sold at the same price, whether plain or provided with the return request, so that the cost of the printing is nothing. Insufficient addresses are also often supplied from the printed requests and delays are thus averted. The private return request, on the other hand, is often ornate and indistinct. The proviso as to blank requests will have but little effect in counteracting the injury, as comparatively few of the blank request envelopes are filled out in any way. With only ten persons at present employed printing stamped envelopes for the Government and with no extra printing likely to result with the abolition of the special request, even if the entire system should not be destroyed, it is hard to see where the printing interests are to profit.

Printing interests not affected.

CHEAPER STAMPED ENVELOPES.

I intended to reduce the price of stamped envelopes, as the Government is receiving an overprofit from this source. I recommend that a general reduction be made for all the sizes of present grades and that a new and cheaper grade be added.

USELESS REGISTRATION.

I also very earnestly recommend the repeal of the law obliging the Department to register free the mails of the various Executive Departments. Under the present system almost all departmental mail is registered, and in the case

of census blanks, instruction papers, reports, pamphlets, etc., it is not only useless but expensive, because of the clerks required. I think at least fifty clerks could be used for other and necessary work if this law were repealed.

TEXAS POSTAL SUPPLY STATION.

The establishment at Houston or Dallas of a supply station to save delays in the distribution of the various supplies of the Department has become a necessity, and I respectfully urge it upon the attention of Congress.

POPULARITY OF THE PACKAGE MAIL.

The German postal system in many respects approaches the nearest to perfection of any in the world. Mr. Sachse, the able deputy postmaster-general, tells me that in 1890 the German Government carried over 113,000,000 packages without declared value and over 3,000,000 packages of declared value. Christmas week of last year the British post-office carried over 200,000 packages. The post-offices of Germany, France, and India also undertake the collection of bills and drafts, and in the year 1891 the first-named office collected 686,870,081 marks, or \$171,442,520. The German office likewise undertakes the receipt of subscriptions for newspapers which it delivers. I recommend closing the mails against all large packages sent by the Government or by publishers and extending the present limit of 4 pounds to 11, the unit of weight for packages in all other countries.

SECOND-CLASS MATTER ABUSES.

During the year past my attention has been drawn more than ever to the abuses of the law governing the mailing of newspapers and periodicals at the cent-a-pound rate of postage. They grow out of a practice so long standing that it has crystallized into law, allowing to paper-covered books, which are simply numbered and dated and designated as periodicals, though in reality not so, the privileges of genuine periodicals, and out of the bestowal by statute of the right to mail sample copies. The proprietor of a well-known establishment, in order to secure the lowest rate of postage for his advertising literature, applies to the publisher of a "series" of books enjoying the newspaper rate of postage to have a price catalogue admitted to a place in the "series." The catalogue appears as "Number —," a date of issue is put on, together with a bogus subscription price,

The "periodical" fraud.

and the book is actually mailed at the pound rate. The interests of legitimate periodicals demand the discontinuance of this abuse, and the following is recommended for enactment:

That all publications issued, or purporting to be issued, periodically, and offered for mailing to subscribers, or as "sample copies," whether issued complete, or in parts, as separate publications, or as supplements or other parts of a regular publication of the second class, but which are merely books, bound or unbound, and whether sold by subscription or otherwise, shall be subject to the prepayment of postage by stamps of the proper denomination at the rate fixed by law for mail matter of the third class.

ADVERTISING CIRCULARS.

Another rank abuse is the issue of papers and periodicals nominally in the interests of trade or science, but in reality in the interest of some business house—in other words, what have come to be known as "house organs"—and the circulation of immense numbers of alleged sample copies of them. A modified form of this abuse (quite as bad, however, as the one adverted to) is the getting up of a "trade paper" by some one not directly connected with any particular business establishment, the publication being almost fully devoted to advertisements, in order to secure which the publisher contracts to issue, regardless of the extent of his real subscription list, if he has any at all, a given number of copies. These guarantees to advertisers comprehend issues running from one thousand to sometimes more than a hundred thousand copies. The effect is, of course, to give to a mere collection of advertising circulars, put together in pamphlet form and connected by a little unimportant literary matter, the benefits which the law intends to give only to genuine newspapers and periodicals; and the genuine newspapers and periodicals have very properly a right to complain.

The sample
copy abuse.

A case during the past year which has been indecently pressed upon public attention is a good illustration of the abuse in question. As far back as 1888 a firm, not engaged in publishing newspapers or periodicals, determined to issue a publication having the characteristics of second-class matter. Application was made in the usual way, upon statements that the publication was to be devoted to a certain branch of trade or science, that it was not intended for advertising purposes or for gratuitous distribution, that the publishers were not to use it as an adjunct to their other business, and that it had a bona fide list of subscribers. The publication was admitted. A year

afterwards it was ascertained that only about 120 copies of the paper were sent to paying subscribers and that nearly 10,000 copies were given away; whereupon, under the plain requirements of the law, the paper was excluded. A short time after, the proprietors claiming that they had changed the paper so as to conform it to the law, it was readmitted; but after three months it was again found to be gratuitously distributed in vast numbers and was excluded. Upon another application the publication was for the third time admitted, and this time it remained in nearly two years, when, the paper appearing to be substantially the advertising organ of the proprietors and mainly to be given away, it was again excluded. Protest was made, as is quite usual when such papers are excluded, but after a patient examination by the Department the decision excluding the publication was confirmed.

Devoted primarily to advertising.

During this examination, in which all parties were fully heard, the following facts were brought out: The proprietors were found to be engaged in an extensive advertising business; they were also largely interested in several other advertising enterprises. They were the publishers of a Book for Advertisers; they were interested in an establishment for the manufacture of ink; they were the proprietors of a patent-medicine enterprise, and they were reported to be interested in several other things referred to in their advertising pages. All these branches of business were continuously and conspicuously advertised in the publication in question, and, in addition, advertisements of outside parties, given to the publishers as advertising agents, were placed in the paper many times, so that one branch of their business was made to serve the interests of others. Besides, thousands of copies of every issue were given away. One edition, in which the proprietors' patent medicine was advertised, was sent gratuitously to every druggist in the United States, more than 80,000 copies being thus distributed, when the real subscription list was less than one-fortieth of that number. The practice generally was to print editions of over 50,000 copies, of which, according to the admissions of the publishers, not over 2,000 were paid for by the recipients. The paper, in short, was substantially used to further the business of the publishers and was, therefore, equivalent to a mere advertising circular. And the publishers of this paper, without changing its form, have again put in an application for its admission.

The principles upon which the Department has acted in

this case have governed it ever since the passage of the law establishing the present status of second-class matter, namely, that where a paper claims a list of paying subscribers vastly less in number than the number of persons to whom it is sent without payment, the list is not such as the law requires; that when a paper is given away or sent in large numbers to persons indicated by advertisers in it, or by others interested in its circulation, it is practically intended for gratuitous distribution, and is therefore not admissible to the mails at the low rate of postage; and that when the paper is largely used by its publishers as an adjunct of their other business it is devoted to advertising, and consequently must be excluded under the law. The publishers persistently claim that they have the right to regard as subscribers persons indicated by advertisers in the paper; that they have the right to send out unlimited numbers of sample copies; that what they choose to designate as exchanges, complimentary copies, copies given as premiums to purchasers of their wares, copies sent to persons advertising the general business of the firm and otherwise must be regarded as equivalent to subscriptions, even though less than the twenty-fifth part of every edition is actually paid for by the parties to whom it is sent.

Unwarranted
claims.

If these claims were allowed, then the main barrier erected by the statute against the admission of pure advertising sheets, or, in other words, "house organs," would be broken down, and the generous policy of Congress, which has always been to favor the dissemination of current news and other desirable and beneficial intelligence among the people, by granting a very low and unremunerative rate of postage to genuine newspapers and periodicals, would be practically defeated. Every mercantile or manufacturing house in the land, of sufficient extent to warrant it, could get out its advertising circulars in the guise of periodicals and send them through the mails at the rate of a cent a pound in postage; any printer, or any combination between a printer or one or more advertisers, getting up a simple collection of advertisements, connected, perhaps, by little inexpensive general information, could get up a subscription list by simply putting the names of the persons to whom it might be decided by the several advertisers to send the publication, and could thus circulate through the mails, on an equality with papers of real merit and genuineness, as many copies as private interests might find to be expedient.

"House or-
gans."

Invasion of
rights of bona
fide newspapers.

The law can not be so construed as to permit such an abuse—an abuse that, while operating to load down the mails with immense masses of stuff of insufficient value to command cash-paying subscribers to any extent, would be a wrong to every business institution which issues its advertising circulars and other matter in an undisguised manner, and therefore pays the lawful rate of postage on them. It would also be an intolerable invasion of the rights of all bona fide newspapers and periodicals in the United States, which, while at great expense giving to the public news and literature and intelligence of importance and value on every conceivable subject, yet depend on paying lists of subscribers and on advertising none the less for their support.

The interest of
legitimate pub-
lishers.

If the case described was exceptional, I should feel that no change of law or regulation was necessary to prevent ensuing abuse; but, except for the peculiar method with which the parties interested have insisted upon their so-called claims; and the means which they have publicly taken by misrepresentation to coerce the Department into submission, the case is but one out of hundreds. The fact is, the privilege given by the law to mail sample copies of second-class matter—while right and harmless when exercised legitimately—is productive of wrong and inequality as exercised at present. It results, too, in large loss to the postal revenue, and if not restricted will end in practically doing away with the distinctions now made between second and third class matter. The intimation has several times been made to the Department by publishers of trade papers that it would be to the real interests of all legitimate publishers to have the right of mailing sample copies of their publications at the pound rate of postage limited to such as are voluntarily applied for—all others, especially when in great numbers, to be subject to the regular third-class or circular rate of postage; and I think that this view of the subject is correct.

It may be proper to say in this connection that no favoritism is permitted in the adjustment of these cases either to political parties or individuals. In the matter of a particular publication lately referred to somewhat, said publication was admitted to second-class rates by Postmaster-General Howe in September, 1882, and is not published at nominal rates or in excess of actual cash subscription list, and is clearly in no sense an advertising sheet of any particular business any more than the New York Herald is.

Such publications are admitted to the privileges of second class whenever presented.

In the recent campaign the rule made by Postmaster Vilas in 1887 was closely observed with all parties in admitting what is termed campaign literature. Whenever pamphlets are presented for mailing, marked in volumes and numbers, as periodicals in the serial form of the Harpers, Lovells, or whatever libraries, they are admitted to the mail when not merely advertising circulars, no matter what might be the source of their publication. In the matter of a political paper of one of the national committees, while it advertised that it was entered as second-class matter its entry was denied by the Department, and it paid third-class rates until its form and character were changed, when it was admitted at the New York post-office without reference to the Department.

The law forbidding the mailing as a publication of the second class of any periodical "designed primarily for advertising purposes," or by reason of its not having a legitimate list of subscribers," should be made more explicit. What is a publication having for its main object the advertising of the business of the proprietor or any person for whom he acts as agent or employé, or otherwise for hire, and what constitutes a legitimate subscription list, are questions that should not be left for answers to the possible diversity of views in this Department, or of changeable views, but should be put at rest by unambiguous enactments.

HOLDING FOR POSTAGE.

The United States and Canada are the only countries in the Universal Postal Union which may be ranked as "first class" that adhere to the practice of holding for postage letters that are deposited with postage unpaid. Postmaster-General Campbell, in 1854, recommended this compulsory prepayment on the ground that it was impossible to provide any check against the dishonesty or carelessness of postmasters who collected the postage on delivery. The reason for the change has not existed since the adoption of the "postage-due stamp." Of late years the inconveniences resulting from the present system have been somewhat ameliorated by the plan of notifying the addressees to send the deficient postage to the mailing office; but this is an unbusinesslike method, and should be supplanted by optional prepayment. An officer of the English postal service informs me that the statistics show that but a small

Optional pre
payment.

fraction of 1 per cent of their letters are deposited unpaid. There is little fear of any abuse here. Practically all business correspondence would be prepaid in full, as at present. I am sure the American people can be trusted to act wholly decently in this matter. The maintenance of this bit of antiquated red tape is not creditable. I have already recommended its abolition by Congress.

REPEAL THIS OLD LAW.

R. S. 3919 permits the Postmaster-General to sell postage stamps at 5 per cent discount. This law should be repealed, and in its place should be enacted a law to prohibit dealing in postage stamps by the public except at face value. The temptation to burglarize post-offices would be largely reduced by removing facilities for the sale of stamps. There are hundreds of places where stamp obligations of the Government are sold at a discount, and while large business concerns receive stamp remittances and sometimes dispose of them at a small discount, there are instances all too numerous where, from the discount offered to effect sales, the inference can only be that the stamps could not have been come by honestly.

THE POST-OFFICE AT THE WORLD'S FAIR.

The postal museum is practically established, and it will be opened first at the World's Columbian Exposition. The large collection of articles gathered from our own and from foreign countries has been arranged and packed for shipment to Chicago. It will be supplemented by models, pictures, geographical delineations, and the transportation exhibit, and the whole will come back to the Department for a permanent public display. The arrangements for the postal exhibit for the World's Fair have progressed under the direction of Mr. A. D. Hazen, the Third Assistant Postmaster-General. The act of April 25, 1890, which created the Exposition, authorized the erection of a Government building. This is near completion, and in it 12,222 square feet of ground floor and 2,860 of gallery space have been allotted to the Post-Office Department. It is intended that the postal exhibit shall comprise stamped paper, models of carriers and post riders, of coaches, cars, and steamships, of buildings, of mail equipment, photographs, maps, and historical documents, and articles, also, from the Dead Letter Office museum. Foreign governments have been invited to contribute.

It is intended to have, both for the everyday convenience of World's Fair visitors and to illustrate the operations of an ideal post-office, a station of the Chicago office in operation in the space assigned to the Post-Office Department in the Government building. This station will be 43 feet in width by 100 feet in length. Near by will be a full-sized postal car, especially constructed as an exhibit and loaned by the manufacturer free of cost, so that the detailed methods of the postal-car system will be practically illustrated as with the ideal post-office. The post-office appropriation bill carried with it \$40,000 for the expense of this World's Fair station, and \$23,000 were added for the transportation of the mails to and from the grounds. It is expected that the service will begin soon after January 1, though not for the transaction of a large amount of business.

The working
post-office and
postal car.

THE COLUMBIAN SERIES OF POSTAGE STAMPS.

Closely following the authorization by Congress to establish the Columbian Exposition in Chicago, the idea was conceived by the Department of issuing, concurrently with that event, a special series of stamps with illustrations to commemorate the discovery of America by Columbus, such stamps to be sold at all the post-offices in the country, without, however, discontinuing the issue and sale of the stamps in current use. This idea was afterwards frequently suggested to the Department, both by correspondence and through the public press, and it was in the line of a custom connected with national jubilees that seems to be growing among great nations of the world.

An additional
and special series
of World's Fair
stamps.

The advantages to be gained by such a special series of stamps were so manifest that it was determined to provide for their issue, and the necessary arrangements for manufacturing the stamps were concluded in September last. The subjects selected as the prominent features of the stamps were conspicuous events connected with the discovery of America. As the delineation of these events involved the engraved reproduction of pictures or other works of art somewhat crowded with figures, it was found necessary, in order to do justice to the subject, to adopt a larger size for the stamps than that of the series in present use, and of a somewhat different form. The size adopted was of the same height, and of very nearly double the length of the present stamp. The work of preparing the new stamps was put immediately in hand, and it is expected that they will be placed on sale on the 1st of January next.

The denominations, designs, and colors of the Columbian stamps are as follows:

- | | |
|--|---|
| Description of
new Columbian
stamps. | 1-cent stamp: Columbus on Ship Board, in Sight of Land; color, medium shade of blue. |
| | 2-cent stamp: The Landing of Columbus; color, maroon. |
| | 3-cent stamp: The <i>Santa Maria</i> , the Flag-Ship of Columbus; color, medium shade of green. |
| | 4-cent stamp: The fleet of Columbus, consisting of the <i>Santa Maria</i> , the <i>Nina</i> , and the <i>Pinta</i> ; color, light blue. |
| | 5-cent stamp; Columbus Appealing to Queen Isabella for Aid; color, chocolate brown. |
| | 6-cent stamp; Columbus Entering Barcelona in Triumph; color, royal purple. |
| | 10-cent stamp: Columbus Presenting Natives at the Spanish Court; color, Vandyke brown. |
| | 15-cent stamp: Columbus Reciting the Story of His Discovery: color, dark green. |
| | 30-cent stamp: Columbus at La Rabido, demonstrating the theory of his enterprise; color, Sienna brown. |
| | 50-cent stamp: The Recall of Columbus by Isabella, after the rejection of his proposition; color, carbon blue. |
| | \$1-stamp: Isabella pledging her jewels in support of the project; color, rose salmon. |
| | \$2-stamp: Columbus in Chains; color, toned mineral red. |
| | \$3-stamp: Columbus describing his third voyage; color, light yellow green. |
| | \$4-stamp: Portraits, in three-quarters face, of Isabella and Columbus; color, carmine. |
| | \$5-stamp: Portrait, in profile, of Columbus; color, black. |

The portrait of Columbus is the same as that used on the souvenir coin, a plaster cast of the same having been kindly furnished by the Treasury Department. It will be observed that the subjects do not strictly follow the logical sequence of events, it having been thought better to illustrate the leading denominations of stamps—those in every day use by the public—with the representations of the more important events connected with the discovery.

The denominations in the new series are the same as those of the regular series, except that the 50-cent is substituted for the 90-cent stamp, and an addition is made of the denominations of \$1, \$2, \$3, \$4, and \$5, these latter denominations being intended for large parcels of first-class matter to foreign destinations, their use having been several times heretofore recommended by the postmasters at a number of the principal offices from which it is convenient to send matter requiring the employment of such high values. The number of new stamps to be issued is fixed at 3,000,000,000, equal to about one year's supply of the regular stamps.

The introduction of the Columbian series of postage stamps will contribute in a marked way to the great recog-

dition given by the Government of the United States to the Columbian Exposition; and they will create for it, both in this country and abroad, an interest that will help it financially and in many other ways. In addition, the "mania," as it is called, for collecting postage stamps, as specimens, is universal throughout the world. It affects every class and condition of people, and is not confined by age or sex. It is shared, perhaps, by millions of people, from the school boy and girl to the monarch and the millionaire and the value of stamps in private collections which will never be drawn upon to pay postage may safely be placed at many millions of dollars. The beauty and unique character of the new Columbian stamps will cause their sale in large quantities, simply for use in collections; and not only will they be purchased in single or partial sets by collectors, but, in view of the limited time in which they will be issued, they will be accumulated in great quantities by dealers and others to meet future demands.

Advantages of
new stamps.

Moreover, it has been found that the issue of a new series of stamps stimulates correspondence by mail; and immediately upon the introduction of the Columbian stamps business concerns will be likely to get out special editions of their advertisements and circulars, in order that the stamp may first be seen upon envelopes covering the inclosure of their advertising matter, to which more conspicuous attention will accordingly be drawn. The consequent interchange of thought, the encouragement to trade, and the increased revenue to the postal service will be in every way desirable.

The introduction of the new stamps, though not designed primarily for that object, will prove to be a revenue measure of the highest importance to the public service. The net profits to be derived from their issue, that is, the extra amount beyond the ordinary revenue that would have resulted from the sale and use only of ordinary stamps, may be fairly placed at \$2,500,000. The arrangements for procuring the stamps are set forth in a paper appearing among the appendices to this report.

COLUMBIAN STAMPED ENVELOPES.

For the reasons that led to the introduction of Columbian adhesive postage stamps, arrangements have been made for issuing at the same time a special series of Columbian embossed stamped envelopes. The new issue will consist of eight different sizes, selected in part from those in the

Columbian
stamped
envelopes.

regular series, and they will be made of the same standard of paper as that in the best quality of envelopes in present use. The color of the paper will be light cream, instead of white and amber, as in the present style, and it will be specially watermarked. The denominations are 1, 2, 5, and 10 cents. The design of the stamp is circular in form, of somewhat large size, and contains as the principal features the heads of Columbus and Liberty in profile, with words to indicate the character and value of the stamp. The colors will be the same as those of the Columbian adhesive stamps of corresponding denominations.

THE CUSTODY OF PUBLIC BUILDINGS.

There is no rule governing the appointment of custodians for public buildings. Sometimes it is the collector of customs, or of internal revenue, sometimes the clerk of the court or the postmaster. I submit that as the postmaster is responsible for the mail, no other officer should have access to the portion of the public building in use for the post-office. When the custodian is not the postmaster, a force of cleaners and watchmen are often turned loose through the premises—persons in no sense under the control of the one held liable for losses. The postmaster is the proper custodian for all post-office buildings, as no such loss in the collector's offices or court rooms is possible to arise.

BETTER BONDING.

I renew my recommendation that the system of securities for postmasters and other officials be changed. I propose a reduction of the amounts of the bonds and urge the enactment of legislation to charge to the expenses of the Department the cost of corporate guaranties. A reliable postmaster informs me that he personally knows of at least one hundred instances in his state where postmasters and other bonded officials, in order to procure bonds, virtually surrender all their rights as officials to their guarantors. I believe it to be of the utmost importance to relieve officials from all personal obligations in order that they may feel free to use their best judgment in selecting assistants and may exercise a proper discipline in administering their offices.

APPOINTMENTS OF POSTMASTERS.

The cry has been made continuously from many sources that the number of appointments of postmasters, especially

upon removals, has been far greater than they were under the preceding administration. These are the figures given below, that those who are interested may know just how much there is in the charge that this administration has been particularly active in the matter of removals of postmasters.

As this report covers the period ending June 30, 1892, a comparison is made in the tables below between the work under this and that of the preceding administration during the corresponding time of three years and four months. It must be remembered that there are thousands of post-offices in the United States where the compensation is next to nothing, and that under both administrations in many thousands of these it has been a question who could be induced to serve rather than who should be appointed. These tables show the total number of appointments made by the two administrations exclusive of appointments at newly established offices. It must also be borne in mind that a great many, possibly thousands, of these appointments on resignations were made upon resignations of postmasters to the same administration which appointed them. In this way each administration in many instances made two and three, and, at a few offices, even four appointments. This, of course, reduces very largely the number of original appointments as compared with those on resignations as shown by these tables, and would show a much greater number than appears at first on the face of the figures of offices where no changes have been made.

Appointments compared.

The tables are as follows:

TABLE NO. 1.

	Resignation and expiration.	Removals.	Deaths.	Total.
March 4, 1885, to June 30, 1886	10, 828	10, 053	693	21, 574
June 30, 1886, to June 30, 1887	8, 863	2, 584	550	9, 997
June 30, 1887, to June 30, 1888	6, 521	1, 244	652	8, 424
Total	24, 212	13, 881	1, 902	39, 995

TABLE NO. 2.

	Resignation and expiration.	Removals.	Deaths.	Total.
March 4, 1890, to June 30, 1890	11, 560	13, 085	774	25, 419
June 30, 1890, to June 30, 1891	7, 205	1, 313	630	9, 150
June 30, 1891, to June 30, 1892	7, 248	1, 205	801	9, 254
Total	26, 013	15, 605	2, 205	43, 823

When the preceding administration came into power, in 1885, there were in operation 51,250 post-offices, as against 58,623 when this administration came in. Two sets of proportion, given below, will show that this administration might have made more appointments for all causes than were made, and yet not have exceeded the proportion made by the preceding administration; also, that they might have made more removals; and it is further true that the net increase in new offices is far greater than under the last administration.

The following proportion includes all appointments based on the number of post-offices in operation when the previous administration opened and those at the opening of this administration:

51,250 : 39,995 :: 58,623 : 45,735

This shows that 45,735 appointments might have been made by this administration and yet not have exceeded those of the last. As a matter of fact the appointments under this administration have been only 43,823, which is 8,912 less than the proportion.

Making the same kind of comparison on removals, which are really the vital figures so far as demonstrating the inclination of the administrations to make changes is concerned, and again it is in favor of this administration. This is the proportion:

51,250 : 13,881 :: 58,623 : 15,878

The removals actually made by this administration were 15,605, or 273 less than the proportion of the previous administration.

The net increase in the number of offices in the last administration was 7,373, while under the present administration it was 8,496, a difference in favor of this administration of 1,123 offices. The number of new offices established up to December 3, 1892, is 8,984. The details will be found in the report of the Fourth Assistant Postmaster-General.

THE CIVIL SERVICE.

Whatever may be thought or said as to my views of the civil service and the conduct of the Post-Office Department in this respect, any unprejudiced and unpartisan mind need only to take the facts of record during the past four years to be convinced that the law, in letter and spirit, has been faithfully administered.

It is also fair to say that this Department has done, in

some respects, more than any other in improving and extending true civil service. There are some parts of the postal system that a business man, acquainted with the needs of the service, will not advise placing under civil-service rules. I am, as you know from my interview with you some months ago, in favor of extending the civil service to all the free-delivery post-offices. The following letter from the superintendent of free delivery bears on this point:

AUGUST 29, 1892.

SIR: I have the honor to recommend that you extend the provisions of the civil-service rules so as to include the officers, clerks, and other persons, classified under the provisions of section 6 of the civil service law, in all the free-delivery post-offices of the United States, without regard to the number employed therein; and, also, to include the officers and clerks in the free-delivery division of the Post-Office Department.

The present rules extend only to the employes in post-offices where as many as fifty are employed.

Very respectfully,

WM. J. POLLOCK,

Superintendent Free-Delivery Service.

HON. JOHN WANAMAKER,
Postmaster-General.

I am quite clear that it will be an advantage to place all the carriers under civil service. The reason that applies to offices where there are 50 carriers applies also to the small offices where there are but 4. I also call your attention to the clerks, 27 in all, employed in the division headquarters of the inspector service located at Boston, New York, Philadelphia, Washington, Chicago, Cincinnati, St. Louis, Chattanooga, New Orleans, Denver, Helena, and San Francisco. These are not under civil service, while the inspectors are. I presume it was an inadvertence, as they are in other respects on precisely the same level as all other clerks. I recommend the issue of a rule to put them on the civil list, and in this recommendation I am supported by the fourth assistant and the inspectors.

All letter-carriers should be in classified civil service.

I would also call your attention to this fact. In all the Departments promotions are made from time to time of worthy clerks to be chief clerks and chiefs of bureaus, and this greatly to the advantage of the service. In changes of administrations these men, preferred and advanced because of their special ability, not infrequently lose not only the places to which they have had unsought promotion, but, also having lost their standing on the civil-service lists, are thrown out entirely. I submit that it is

Status of officers raised from the ranks.

simple justice not to deprive these men of their well-earned places under civil service and compel them to start again, for no fault of their own, at the lowest round of the ladder, after their valuable experience had lifted them above the highest round. I respectfully urge that the civil-service rules be amended to allow all persons so advanced in the service to retain their former standing under civil service.

THE BALTIMORE POST-OFFICE.

It would seem that this is the proper place to make permanent a brief record of the facts relating to the Baltimore post-office. In May, 1891, a report was made to you by the Civil Service Commission charging violations of the law at that office. Not recognizing the right of any bureau of the Government to direct a removal in the Post-Office Department, and under information in writing from the postmaster at Baltimore that the charges against the clerks were not capable of proof, and clearly of the opinion that the employés of the Government ought not be dismissed without an opportunity to be heard in their own defense before the head of the department in which they were employed, I directed the chief inspector to investigate and report upon the case. The result of the investigation proved some of these men charged were not in the post-office civil service, and that in the Post-Office Department there were 14 men, under civil service, 8 of whom were soldiers, or sons of soldiers, in the last war, who had contributed in amounts of from \$1 to \$10 prior to a primary election in the city of Baltimore to elect delegates to act not upon candidates, but on changing party rules and under their respective oaths, before the inspectors most of them claimed their contributions were for social and political club purposes.

The finding of the inspectors was as follows:

After hearing the evidence from all the witnesses and from the accused, and giving the whole subject thoughtful study and consideration, we are of the opinion that the facts do not justify the dismissal of the twenty-one men, or of any one, for violation of the civil-service law as charged.

I did not think it proper under these circumstances to order the dismissal of these men.

I invite attention to the appendix containing—

1. The majority report of the Committee on Reform in the Civil Service of the House of Representatives.
2. The minority report of the Committee on Reform in the Civil Service of the House of Representatives.

IN CONCLUSION.

I have endeavored to lay before you fairly an account of the work done and in progress, not merely in performance of my duty, but that the public, so closely identified with this Department, may be more interested to give to my successor its confidence and help in his efforts to promote the business and social welfare of the country. This is not a partisan work, and whatever I have learned in four years, I shall always be glad to contribute to the success of the Department and its chief.

However distinguished or scholarly the man who takes up this work, the best results will come only by standing over it patiently and persistently. Post-office business is like any other, it will not run itself; it calls for a man who is man enough to master and push and popularize that which concerns, more or less intimately, sixty-five millions of people. I regret, for your sake, too, that I could not do more in this place, but perhaps it is enough that I should have done the best I could with all the limitations.

It would have pleased me much to have seen under way a compacted system, with the country districted and under supervision. The expense would have been lessened and the revenues increased, and some of the disagreeable features of politics removed. I wanted to see in operation the postal telegraph and telephone, postal depositories for small savings, free delivery in all towns of 5,000 persons, and carrier delivery in the villages and rural communities, and the commencement of covering the whole country with a daily mail delivered at the door, or close by upon the main roads, in roadside boxes, or at schoolhouses, in regions sparsely settled. These things will be accomplished. But few thought that the lotteries could be excluded from the mails, but such is the fact; and those who have labored for postal reforms may well keep up courage.

The village free delivery has been begun, sea post-offices are in operation, ocean mails are under the American flag, pneumatic tubes are now under actual experiment, house letter-boxes for the collection and delivery of mail are introduced, a merit system of promotions from the lower grades up through the railway post-offices to the highest places in post-offices and in the Department is firmly established. Surely these things may inspire the hope that efforts in the future will show results.

I have had a definite plan in conducting the Post-Office Department. It was exactly the opposite of a narrow,

pinching process, because a broad and generous policy was due to the people and certain to produce the largest revenue. In this I was not disappointed, as there was never a four years' period that produced so large an increase of revenue. But I could not get from any Congress the money or discretion asked for to make the service adequate to the needs of the country. The Postmaster-General has nothing but the disposal of specific sums voted by Congress for specific purposes, and no discretion beyond the old-time annual appropriation of \$1,500 for miscellaneous items, reduced by the present Congress to \$1,000.

It is true that in my last report, and in this also, I advert to the gradual disappearance of the deficit, but this is only for an argument for more generous appropriations, and not because there is the slightest trace of justice in making the Department self-supporting, while there are sections of great cities with populations of 50,000 in a circle where until recently there was only one mail delivery daily, and large stretches of country with mails only one, two, or three times per week. My policy has been to supply needed facilities at whatever proper cost, and where I have failed it is because appropriations failed, and I was bound by oath not to create deficiencies. It is a great injustice to hold any executive responsible for shortcomings when he is without discretion and can not even get a hearing before Congress, except through a committee, which, however courteous and kindly disposed to him personally, may feel obliged to treat even questions of appropriations in a partisan way.

I refer to these things not so much because of the criticisms of persons who do not understand the limitations surrounding the head of a Department, but to leave behind for my successor, if possible, considerations that may permit larger appropriations and greater freedom of action. A commission empowered to revise postal laws would soon mend the patch-work acts of a century. Such a new postal bill would be of incalculable value.

The Post-Office Department is to-day much more a business department than ever before. The institution of advancements for merit only and improvements in the civil-service system as experience may teach, will put the Department upon a still higher business footing. The Department should be as much a business office as a great bank or trust company, receiving the deposits of money for the issue of money orders and postal notes and the payment of them, receiving the deposits of mail matter and protecting,

forwarding, and distributing it. Its work should be performed upon the most exact business principles, and with very special excellence of method, as the Government insists on exclusive control.

THE IDEAL POSTAL SYSTEM.

My ideal for the American postal service is a system modeled upon a district plan, with fewer offices, and those grouped around central offices and under thorough supervision. By this means at least twenty thousand offices could be abandoned that produce no revenue to the Department. In the place of every abolished nonmoney-order and nonregistry office might be put an automatic stamp-selling machine and a letter-box to receive mail. With the money saved should be instituted a system of collection and delivery by mounted carriers, bicycles, and star-route and messenger contractors, and the free delivery gradually spread all over the country. The classes of postage should be reduced to three, and the rate of postage the world over to one cent for each half ounce, for the average weight of a letter is now three-eighths of an ounce. I would indemnify, to the extent of \$10, for every lost registered letter.

The organization of the Department should be permanent, except in the case of the Postmaster-General and the Fourth Assistant, and I would add three new officers—a deputy postmaster-general to be stationed at New York, a deputy postmaster-general, to be stationed at San Francisco, and a comptroller, to be stationed at the Department in Washington. All postmasters, Presidential and fourth-class, and all employés in all branches of the Department should have a specific term of four years, on good behavior, and their reappointment should be subject to the controller of the Department, whose judgment should be based upon records. I would unify the work, hold it up by a strong controlling hand, reduce the hours of labor at almost all points, equalize and advance the pay, make the promotions in every branch for merit alone, retire old or disabled clerks, perhaps on a pension fund to be provided by an annual payment of one-half of one per cent out of each month's salary.

A postal telegraph and telephone service, the postal-savings depositaries, pneumatic tubes, or some electrical device, to connect city substations and main offices, ferries, and railroad stations, with central offices in all large cities, should not wait much longer. The erection of immense costly buildings for post-offices ought to be stopped,

and the Department would be allowed to expend a fixed sum of from one to five million dollars each year in the erection of buildings upon a fixed plan, such as Postmaster-General Vilas recommended. I would grant larger discretion to the head of the Department to experiment with postal inventions, and fix stated periods in the order of business of the House and Senate to call upon the Postmaster-General for information and censure alike, at which time, too, he could have opportunity, within right limitations, to present postal subjects. I would endeavor to modify the system of compensation and establish a schedule based upon speed—a twenty, thirty, forty, fifty, sixty mile an hour rate. By this means railroad compensation would not cost any more and we should soon be running mail trains between New York and Chicago in seventeen hours, and between New York and Boston in four hours, New York and Washington in four hours, and New York and Philadelphia in one-and-a-half hours. Mail trains may move faster than any other trains. The question of pay is all that is to be considered.

I have only to add, with your permission, this word of grateful recognition of the great staff of assistants I have had these four years. I appreciate the friendship and responsiveness of the postmasters, inspectors, carriers, and clerks, and particularly the railway mail clerks, than whom there are none more self-sacrificing and devoted in any service. I would like to assure each one separately of my continuing regard. While the power to bring about larger things for the postal service rests with Congress and the people, it remains for all faithful postal employes to work perfectly every part of the system in hand. I shall always be glad to be considered the friend of the men to whom I owe so much.

Very respectfully, your obedient servant,

JOHN WANAMAKER,

Postmaster-General.

Appendix A.

HOUSE COLLECTIONS OF MAIL.

The Postmaster-General's order extending house-to-house collections of mail to all free-delivery cities and towns as follows:

[Order No. 125.]

POST-OFFICE DEPARTMENT,
OFFICE OF POSTMASTER-GENERAL,
Washington, D. C., September 9, 1892.

Whereas the Postmaster-General, in order to facilitate the collection and delivery of mail matter, gave public notice to inventors and others to submit to the Post-Office Department models, designs, and specifications of house letter boxes, and

Whereas, in response to said invitations, about 1,200 devices were submitted to the Postmaster-General, and referred by him to a commission of postal experts, consisting of J. B. Harlow, postmaster, St. Louis, chairman, C. Van Cott, postmaster, New York, Henry Sherwood, postmaster, Washington, D. C., James E. Bell, superintendent delivery, Washington, D. C., W. B. Smith, acting inspector in charge, Washington, D. C., and Thomas N. Hart, postmaster, Boston, Mass., to examine all models, devices, and specifications submitted, with instructions to select from the same such device or devices as should, in their opinion, possess the greatest merit and be worthy of adoption; and

Whereas the said commission, at its session in June, 1891, and at subsequent times examined the said devices, and unanimously agreed to recommend for favorable consideration six of the same which, in their opinion, best met the requirements of the case, the devices recommended being as follows:

(1) A device for door slot, with wind and water tight automatic covering, offered by A. S. Johnson, Waterford, N. Y.

(2) A door plate with slot and inside box of two compartments, for receiving mail from carrier and for deposit of mail by householder for collection by carrier, with automatic signal to indicate to carrier when collection is necessary, offered by Cushing & Mitchell, Wheeling, W. Va.

(3) An outside box for delivery, offered by W. O. Taylor, of J. S. Mason & Co., Boston, Mass.

(4) An outside box of two compartments wherein mail can be delivered by carriers and householders can deposit mail for collection by carriers, coupled with an automatic signal indicating the presence of mail matter, offered by W. O. Taylor, of J. S. Mason & Co., Boston Mass.

(5) A small outside box for delivery only, recommended for its strength and cheapness, offered by John Ringen, St. Louis, Mo.

(6) A combination box providing for delivery by carriers and deposit by householders, intended to be placed in the wall of the building at the time of erection, offered by W. S. Boone, Kansas City, Mo.

The Postmaster-General, after carefully considering the report of the commission, accepted the propositions of such of the inventors as desired to put up boxes at their own expense to give a practical demonstration of their value. Accordingly, tests were made of the following boxes by the postmasters of St. Louis and Washington, with the consent of the Department, the object being twofold—to ascertain the feasibility of the house-to-house collections and the fitness of the boxes for the use proposed:

(a) Combination box for inside use, Cushing & Mitchell, now known as the Postal Improvement Company. This box receives the carriers' deliveries and enables householders to post letters, magazines, newspapers, small packages, and such other matter as is ordinarily carried by letter-carriers without going out of the house. The postmaster at St. Louis, when this box was tested, stated in his report that it

can be adapted to almost any situation. It can be placed outside as well as inside. It is adjustable to doors, porch rails, and may be constructed in the walls of houses during and after construction.

(b) The small delivery box of John Ringen, of St. Louis, Mo., its merit being cheapness.

(c) Outside collection and delivery box of W. O. Taylor, of J. S. Mason & Co., of Boston, Mass. To be placed on the exterior of walls, fences, and other like supports, for the reception of mail and delivery as aforesaid by carriers, and in which householders can deposit mail to be collected by carriers.

(d) Outside delivery box of W. O. Taylor, of J. S. Mason & Co., of Boston, Mass. The practical tests were thorough and satisfactory. The carriers did not take any longer time in stopping at each door to collect and deliver mail than is found necessary under the present system. Householders were delighted with the convenience of posting letters any hour, day or night, without going outdoors. Scores have written letters urging introduction of boxes. No additional expense will be incurred to the Department, and probably the time saved to carriers, no longer compelled to await answers to bells, may be utilized in further extending the boundaries of routes in rapidly growing cities.

It is, therefore, ordered that in all cities having free delivery the postal system be extended to include house-to-house collection, subject to the following rules:

1. The householder must, for his own convenience and advantage and at his own expense, supply a suitable box.

2. The system of house collection can only be introduced in cities when the postmaster is notified that two-thirds of the residents of any one route desire it and agree to erect boxes.

3. Postmasters are instructed to exhibit the various collection and delivery boxes at the post-office, give information about them, and encourage householders to put them up. Inasmuch as the general use of boxes will increase the safety and speed of the mail, all clerks and carriers are requested to recommend and facilitate their adoption. No objection will be made to employment out of office hours for this purpose, for the introduction of boxes being an entirely voluntary matter, the purchase can only be suggested and not urged.

4. Selections of collection boxes are limited to devices and forms recommended by the commission for the reason that it is not practicable to burden or confuse the carriers with numbers of keys.

5. The Post-Office Department will not assume the responsibility of collecting mail deposits in any other collection boxes than those approved by the Department.

After a sufficient time has elapsed to afford a fair trial of the boxes, all new devices appearing from date of the commission's report will be submitted, after public notice, to another commission of experts, that the Department may avail itself of any improvement.

JOHN WANAMAKER,
Postmaster-General.

The reports of the postmaster of St. Louis and of his superintendent of carriers exhibit the entire success of the experiment under the most unfavorable conditions to be found in that city. They are as follows:

POST-OFFICE, ST. LOUIS, MO.,
Office of the Postmaster, July 16, 1892.

Hon. S. A. WHITFIELD,
First Assistant Postmaster-General, Washington, D. C.:

SIR: In compliance with instructions received from your office, dated, respectively, December 23, 1891, and February 3, 1892, I have caused a thorough test to be made of the house letter box for *delivery and collection* (model 345, "A," special number 14, now known as "The Postal Improvement Company's box"), and respectfully submit the following result of said test:

The principles primarily involved were—

- (1) A delivery and collection box to be applied to the exterior of houses.
- (2) An interior delivery and collection box to be attached to the doors.
- (3) A box for delivery and collection to be built into the walls of dwelling houses.

As evidence of the adaptability of the box in question I will state that of the ninety-three boxes now in position, eighteen are placed or built in walls, varying in thickness from 4 inches to 3 feet, thirty-five are attached to porches or posts, some being placed in columns supporting porches (with a flush face, the boxes being inside the column), the remainder being placed on doors. In one instance the owner connected the box at the door with the electric annunciator in the servants' hall, the alarm being sounded by the opening of the box. All of which is, to me at least, satisfactory proof that the box can be adapted to almost any situation, and, in my opinion, reasonably meets all the requirements of the Department.

With a view to make the test, from a postal standpoint, as severe as possible, route 554 was selected for the reason that all of the residences thereon are located not less than 75 feet from the street line, necessarily increasing the distance to be covered by the carrier, and also requiring special vigilance on his part to note if the "collection target" is displayed.

Inclosed herewith please find detailed report of the superintendent of city delivery (with map of route 554, and statement of carrier). Also a number of letters received from the householders on said route.

The increase in collections, as shown by the report in detail, is no doubt attributable to the greater convenience for mailing, together with the more assured prompt delivery of letters, than via (as heretofore) the pocket of the "man of the house;" while an additional convenience to the public may be fairly anticipated in the matter of orders with small remittances for stamps, envelopes, etc., to be brought in by the carrier, the money and order going direct into the hands of a postal employé, who collects, fills, and delivers the same, thus reducing the chances of loss to the minimum.

Permit me to say, in conclusion, I am confident that a house-to-house collection and delivery service can be maintained, even on an exceptionally difficult route, without material loss of time to the carrier, and on ordinarily closely built routes would result in the saving of considerable time over the present system.

I am, sir, very respectfully,

JOHN B. HARLOW,
Postmaster.

POST-OFFICE, ST. LOUIS, MO.,
Third Division, July 15, 1892.

Mr. JOHN B. HARLOW,
Postmaster, St. Louis, Mo.:

SIR: In submitting the inclosed report, showing tests of the route 554, before and after house delivery and collection boxes were put up, I desire to say the test was a thorough and reliable one, the carrier being accompanied by an assistant superintendent of this division, and has demonstrated the fact that the box is a benefit both to the service and the public. Delivery and collection can be made from the box in less time than by ringing bells and making a personal delivery.

The route selected is an ideal one from an official point of view, it being a large route, composed wholly of residences, each with large grounds, and every house set back 75 feet from the sidewalk.

The box is evidently an inducement to a larger use of the mails, shown by the collection of 838 pieces from house collection boxes and 121 pieces from street letter boxes in June, a total of 959 pieces, against 294 pieces handed to carrier and collected from street letter boxes in April—an increase of 665 pieces, or 225 per cent.

The actual hours of delivery show an increase of $3\frac{1}{4}$ hours in June over April, or 21 minutes per day, which is explained by the necessity of carrier covering the entire route at each delivery.

I am, respectfully,

JNO. H. COOKSON,
Superintendent.

Appendix B.

THE TUBULAR POST.

PRELIMINARY REPORT OF THE COMMITTEE APPOINTED BY THE POSTMASTER-GENERAL, SEPTEMBER 15, 1892, TO EXAMINE INTO THE SUBJECT OF A MORE RAPID DISPATCH OF MAIL MATTER BETWEEN LARGE CITIES AND POST-OFFICE STATIONS AND TRANSPORTATION TERMINALS LOCATED IN LARGE CITIES BY MEANS OF PNEUMATIC TUBES OR OTHER SYSTEMS.

The Postmaster-General's call for propositions was:

POST-OFFICE DEPARTMENT,
Washington, D. C., July 26, 1892.

Authority is given the Postmaster-General by the provisions of the act making appropriations for the service of the Post-Office Department, approved July 13, 1892, "to examine into the subject of a more rapid dispatch of mail matter between large cities and post-office stations and transportation terminals located in large cities by means of pneumatic tubes or other systems," with the view of ascertaining the cost and advantages of the same.

Acting upon this authority, I hereby give notice to all persons who are the inventors, assignees, or otherwise owners of any pneumatic tube or other device suitable for and adapted to said service, to present in writing, under seal, on or before Thursday, the 8th day of September, 1892, addressed to the "Postmaster-General, Washington, D. C.," and marked "rapid dispatch of mails," a full description of such tube or device, together with a statement of the evidence of title to or ownership of the same, which evidence may subsequently at any time be required by the Postmaster-General. Said description must state the kind and quantity of motive power used in operating the same; the method of its application; the capacity of the tube or device; an offer to submit a test; the precise place and terminals where it is proposed to conduct the test; the date at which the tube or device will be in condition to be tested, and the time that will necessarily be occupied in making the test; and, generally, anything else whereby the Postmaster-General can judge of the relative value of the several tubes or devices that may be submitted, and the adaptability of each to said service.

It is preferred that the tests aforesaid be conducted in the city of New York, Brooklyn, Philadelphia, Chicago, or Washington, D. C., and between adjacent cities, or between a post-office and substation or transportation terminal.

It is also requested that each of said descriptions be accompanied by a proposal offering to license to, or otherwise invest in, the United States the right to use the tube or device, to lease by the year, or to sell, assign, and transfer it to the United States as a purchaser.

The tests aforesaid must be made without cost to the United States, and upon the express condition that the person offering said tube or device waives all claim against the United States for any expense attending the construction, tests, or preparation for said tests, or any other expense attending the same. The Postmaster-General has no authority in law to contract for the expenditure of money for the use of or purchase of any such invention, nor is there any existing appropriation out of which the cost of the same could be paid.

The right is reserved to decline any test of any tube or device submitted in response to this advertisement, and to reject any proposal that may be made.

The propositions and result of all experiments will be the subject of a report to Congress.

JOHN WANAMAKER,
Postmaster-General.

The committee, after enumerating the various propositions, say, under date of September 29 :

"The committee respectfully present that it would not be possible, within the time stated, except by neglecting other daily duties, to make proper examination of all the systems proposed in the eight answers to the advertisement; but inasmuch as one proposition has been made, which is more favorable to the Department than any other, for the reason that no other of the proposals offers in definite terms (and without obligation on the Government's part to purchase or rent) to give a specific service of a practical character within the near future, the committee deem it proper to make this particular proposition the subject of a preliminary report, to wit :

"The offer known as 'No. 3,' submitted by the Pneumatic Transit Company of New Jersey, is to put down in the streets of Philadelphia, between the post-office and the East Chestnut street branch post-office, pneumatic tubes to connect these two offices, without expense to the Department, and without charge for one year's use of the same, and without liability thereafter. This offer is the best that has been received, and it is believed to be highly advantageous to the Department, because it will enable it to make an immediate and practical test of the pneumatic system. Your committee therefore desire to make the copy of the proposition No. 3, hereto attached, a part of this report, and they recommend prompt acceptance of the offer, that the test may be made without delay.

"It is worth while to add that, in our judgment, the placing of a line, unconditionally, at the disposal of the Department, for practical every-day use, will go far toward demonstrating, in a general way, the extent to which it may be made possible to substitute a tube system for the existing manner of performing transfer service within large cities, where time enters so largely into the necessities of the people.

"The committee desire as well to emphasize that in making recommendation that an arrangement be made with the Pneumatic Transit Company of New Jersey for the construction of an experimental line in Philadelphia, it does not wish to be understood as passing upon the merits of the system itself, that being a matter for consideration hereafter, in like manner as it will be our purpose to give consideration to each of the systems that have been submitted.

"The circumstances are such in the case of the Pneumatic Transit Company of New Jersey that immediate action is imperative, otherwise the opportunity for making the kind of test especially desired will have passed beyond the Department's control, at least for six months to come.

"It is also worth while to say that the committee is desirous of effecting an arrangement similar to that herein recommended with the Pneumatic Transit Company of New Jersey, with some one of the systems mentioned in the schedule whereby, simultaneously with the inauguration of the practical test at Philadelphia, it will be possible to establish in this city an experimental line between the Post-Office Department and the city post-office.

"Should our recommendation have your sanction, it will become necessary, so far as it relates to the Government building in Philadelphia and the necessary motive power, to secure the authority and cooperation of the Secretary of the Treasury.

"J. LOWRIE BELL,

"A. D. HAZEN,

"JAMES MAYNARD,

"Committee.

"The POSTMASTER-GENERAL."

Appendix C.

THE MERIT PROMOTION SYSTEM.

On the 14th of July the Postmaster-General addressed a letter to a number of the large classified post-offices as follows:

"Since you have now had six months' experience under the merit promotion system, which was commenced December 31, 1891, under the terms of my order No. 379, I beg to ask you to furnish me, in writing, with a statement of the results obtained in your office. Please specify what advantages have been gained, what good accomplished, and how, generally, the extent and quality of the work performed, and the character and habits of the employes, as well as their general spirit and contentment, have been affected."

Appended are very brief extracts from the replies received:

Albany, N. Y., James M. Warner, P. M.:

"Your order will secure a higher degree of efficiency and improve the moral tone of employes generally. At the same time it will lighten the work of those postmasters who have endeavored to secure such results for the credit that it would bring to them personally."

Allegheny, Pa., John A. Gilleland, P. M.:

"The advantages gained are fully 200 per cent in advance of any attempt at former records, because now one knows exactly what each person is actually worth. Errors in all divisions have decreased, particularly in the mailing division; from 150 to 200 errors received regularly from the Superintendent of the Railroad Mail Service, the number has fallen to between 10 and 15."

Atlanta, Ga., J. R. Lewis, P. M.:

"The present system serves an excellent purpose in securing a more thorough knowledge of what each employe is doing and the progress made by each."

Baltimore, Md., W. W. Johnson, P. M.:

"The system makes the employes more careful and anxious to perfect themselves in their duties."

Boston, Mass., Thomas N. Hart, P. M.:

"The order has diminished errors and encouraged good work in this office."

Brooklyn, N. Y., Geo. J. Collins, P. M.:

"The system has worked most beneficially in producing a feeling of contentment among the employes who are now zealous in making a good office record and qualifying themselves. The confidence that merit only will win promotion has also resulted in increased promptness in attendance and neatness in appearance."

Buffalo, N. Y., B. F. Gentsch, P. M.:

"In each instance the most deserving clerk was promoted."

Chicago, Ill., James A. Sexton, P. M.:

"There can be no question that the board examinations stimulate men to study, and that is the chief merit of the new system."

Cincinnati, Ohio, John Zumstein, P. M.:

"Its effect upon the employes has been most encouraging, and the work performed at the competitive examinations has been of a very superior quality."

Cleveland, Ohio, A. T. Anderson, P. M.:

"The merits of this system will be shown the more as time goes by."

Columbus, Ohio, Andrew Gardner, jr., P. M.:

"The employes of this office have been greatly improved, both in quality and habits of work."

Denver, Colo., John Corcoran, P. M.:

"One advantage is that the postmaster is freed from the continual application for promotion. Clerks must now determine this matter by the result of their office standing."

Des Moines, Iowa, Isaac Brandt, P. M.:

"The clerks are more prompt; the idea has stimulated them to study their work, and the general spirit and contentment are as good as possible with any large number of employés."

Detroit, Mich., Ellwood T. Hance, P. M.:

"The clerical force has learned that there is no royal road to advancement. Applications for leaves of absence have been few and promptness of arrival is more marked. Incidentally there is a relief to the postmaster, for preferment depends on good conduct and capacity."

Grand Rapids, Mich., George G. Briggs, P. M.:

"The merit system of promotion is founded upon correct principles."

Kansas City, Mo., F. B. Nofsinger, P. M.:

"This daily record, coupled with frequent case examination, will always inspire the employés to their best efforts."

Los Angeles, Cal., H. V. VanDusen, P. M.:

"An examination of the records before and since the promotion order was issued shows a marked improvement, the fact that their standing morally is recorded from day to day has undoubtedly contributed to the elevation of the general tone of the office."

Lynn, Mass., A. J. Hoitt, P. M.:

"The employés all agree that their positions are much more satisfactory than formerly. I am relieved of outside pressure, and in more ways than one gladly indorse the merit system."

Memphis, Tenn., R. F. Patterson, P. M.:

"It has lifted every employé out of the special department in which his work is, and made them all take a larger view of their employment and its possibilities. A feeling that they are interested and responsible for the entire work has been aroused, they knowing that every place in the office, and indeed in the entire postal service, is within their reach, should they qualify themselves. The character and habits of the employés have improved because of the close and constant watchfulness of the chiefs of divisions, whose duty it is to keep the daily records."

Milwaukee, Wis., W. A. Nowell, P. M.:

"The regulation fitly supplements the civil service rules and is corrective of some of the defects of that system. I am led to regard it as of greater importance. The efficiency of the postal service depends upon the quality of expert labor and the adaptability of employés to the work. It is a matter of development and test more than of origin and selection of the workman."

Minneapolis, Minn., W. D. Hale, P. M.:

"The effect of the order has been salutary, as evidenced by the greater interest manifested in the daily work in all departments, in improving deportment of the clerks toward each other and toward the public, more regular attendance on the schedule time, and in careful study of the rules and regulations."

Newark, N. J., Edward L. Conklin, P. M.:

"The clerks have shown greater proficiency. I find them studying the routes and the work of the office. They do not feel as if they have to stand by rotation alone."

New Haven, Conn., N. D. Sperry, P. M.:

"In order to carry out your order more fully, a number is given to each clerk, to be stamped in red on each letter handled by him, so that errors in distribution can at once be traced and the clerk in fault held responsible."

New Orleans, La., S. M. Eaton, P. M.:

"The keeping of the office record has a good effect upon the discipline of the clerks."

New York, N. Y., C. Van Cott, P. M.:

"Employés have not only been incited to punctuality, regularity, and strict attention to duty, but have been induced to give careful study to the postal laws and regulations, with a view to qualifying themselves to answer correctly the practical questions propounded."

Omaha, Nebr., T. S. Clarkson, P. M.:

"Order No. 379 has tended to better attention to duty, more prompt attendance, and better habits on the part of employés."

Paterson, N. J., William A. Hopson, P. M.:

"Clerks have been more punctual in attendance, and the extent and quality of the work performed has been improved by close application."

Philadelphia, Pa., John Field, P. M.:

"One advantage of the system is that it certainly affords considerable relief to postmasters from the embarrassments and annoyances of the friends of the various employés of an office, who seek their advancement; and it also seems to give general

satisfaction to the public to know that the advancement of their friends is under the supervision of a board of promotion."

Pittsburg, Pa., James S. McKean, P. M.:

"With this system there is no favoritism, and personal merit alone gains promotion."

Portland, Me., J. C. Small, P. M.:

"Men in the city-delivery division who, before the examination, were but ordinary clerks have become efficient distributors, the result of study."

Portland, Oregon, local examination board:

"We think it has a stimulating effect upon the clerks."

San Francisco, Cal., Samuel W. Backus, P. M.:

"Beneficial results are clearly noticeable as the result of the system. Pains were taken fully to inform all employes of the plan and scope of the order, and assurances were given as to its faithful application. This certainty alone had a good effect in bracing up the force and inducing the best efforts."

Springfield, Mass., H. M. Phillips, P. M.:

"I had already adopted a course which assured to the clerks some of the advantages of the 'merit system,' but the authority of your official order and its more carefully arranged details were needed to give full effect to the system. The clerks are now aware that it is not their appearance on dress parade on particular occasions that counts in their favor alone, but that every step taken must be the best they know—that the average of the grand total is what must be high."

St. Louis, Mo., John B. Harlow, P. M.:

"Your order has been critically tested, and found to be popular with the 'effective' class of employes especially; but with those who consider 'long service' their principal merit mark, or those who 'depend upon friends' for advancement, it is not popular. But this latter class is a very small fraction."

St. Paul, Minn., Henry A. Castle, P. M.:

"We find it beneficial in bringing clerks to their duties more promptly, in stimulating them to study the details of the general office work, in performing their work with more precision, and in diminishing the practice of asking to be absent for short intervals."

Syracuse, N. Y., Carroll E. Smith, P. M.:

"The plan and scope of the system are admirable."

Troy, N. Y., Francis P. Mann, P. M.:

"The character and habits of the employes are first class and all seem contented."

Washington, D. C., Henry Sherwood, P. M.:

"The merit system has been in vogue long enough for me to become fully satisfied that the service has been materially improved."

Worcester, Mass., J. Evarts Greene, P. M.:

"The knowledge that advances are not made capriciously, but on the judgment of men who are familiar with the work, have no motive to act unfairly, and whose judgment is guided by a record systematically kept, has a wholesome influence."

Appendix D

THE LOCK-REPAIR SHOP. -

Facts concerning the lock-repair shop, as given below, have been offered in Congress:

Prior to 1888 the practice was to buy new locks and keep them in order by contract. One concern practically monopolized the contract for new and the repairing of those already in use.

The same concern for ten years as well controlled the Government's requirements in the way of keys, chains, and cord-fasteners. The tendency could not be otherwise than to encourage the purchase of new locks as well as other equipment.

The natural interest of the contractor must be—

1. To do the repairs lightly, because doing so brought the same locks back oftener to his shop, and each repair takes away some from the life of the lock.

2. To shorten the life of the locks, because throwing them aside as unfit for repair occasioned the larger purchases of entirely new locks.

All the while the necessities of the service for more locks continued to grow, and in 1888 it was found impossible to keep the service promptly supplied with good locks under the contract system, and after the most careful consideration it was determined to undertake the work under the direct supervision of the Department. The change took place in 1888 and 1889, and four years of trial has demonstrated, first, that where the average cost per lock by contract was 34 cents, the work has been done at less than 10 cents each, and it is believed the duration of the contract work was not half as long as that done under the Department's direction. That is to say, a lock repaired by contract was liable to be shopped twice in the same time it is shopped once under Department supervision.

We do not mean to say that the workmen the Government employs are any better than those employed in lock shops elsewhere; but we do say that the more locks that got out of order prior to 1888 the better it was for the parties who were being paid 33 cents, 32 cents, and 25 cents for each lock repaired, while since 1888 the better the workmanship done under the Department's direction the longer the locks have lasted and the better it has been for the Government. The natural desire of the Department is to do the work so well that it shall economize cost.

It should be borne in mind that, under the contract system, the Government had no means of testing the character of the workmanship. It could open an occasional lock, but when the repairs run up to \$40,000 yearly it had to accept the work just as the locks came back from the repair shop. The Government could not undertake to keep its own inspectors in the contractor's shop and test the work before riveting the shells.

It is worthy of mention that under the contract system the Department actually agreed to dispose of 200,000 condemned locks as scrap at the rate of 20 cents for 300 locks, and these same locks have been made equal to a new lock, under Government supervision, at a cost of less than 6 cents each. The Government under contract paid for these same locks 57 cents each.

Flat keys that the Department paid 15 cents and 25 cents each for can be turned out of the repair shop for less than 3 cents each.

The condition of the contract-repaired locks was such, in 1888, that as rapidly as possible it was found best to overhaul them under Government supervision.

Because of the existence of a Government repair shop it was made possible, in 1891, to turn back into the Treasury \$45,000 that had been specially appropriated by Congress, in 1888, for the purchase of new locks.

To discontinue the present method and return to contracting would simply mean to restore the conditions that prevailed prior to 1888; that is—

Imperfect work, because it insured more of it.

Increased cost.

The disposing of condemned locks as old metal.

The steady increase in purchases, by means of special appropriations, of new locks to provide for those condemned, and for increased requirements of the mail service.

On the other hand, the continuance of the present policy will bring with it—

Steadily improved workmanship.

Steadily reduced cost, because of the growing improvement in the character of the work itself.

The Government shop is now in fairly good shape for doing its own work, and it can safely be stated that the cost per lock and per key, and for the maintenance of its equipment, will continue to decline. Keep in mind that because of the growth of the mail service the calls for new locks equal an increase of 15 per cent every year.

If Congress doubts the advisability of continuing the present system we recommend that a committee investigate both the old and the new, and report their judgment.

This would save the embarrassment that would surely follow the attachment of a proviso to the appropriation requiring the Department to have the work done by contract regardless of the consequences that would result from so doing.

Let it be kept in view that those whose urge a return to the old method are those most likely to undertake the contract work.

Appendix E.

THE CLASSIFICATION OF CLERKS AND EMPLOYÉS.

A bill suggested for the classification of clerks and employés attached to first and second-class post-offices.

That the Postmaster-General be, and he is hereby, authorized to classify and fix the salaries of the clerks and employés attached to first-class post-offices from and after July 1, 1893, as hereinafter provided, namely:

FIRST CLASS.

Assistant postmaster, salary not exceeding 50 per centum of the salary of the postmaster as provided by the act of March 3, 1883, graded in even hundreds of dollars, from \$1,500 to not exceeding \$3,000 per annum, except at New York, N. Y., where the salary of the assistant postmaster shall be fixed at \$3,500 per annum, and that of the second assistant postmaster or chief clerk, at \$2,000 per annum.

Secretary and stenographer to the postmaster, 7 classes, salary, graded in even hundreds of dollars, from \$1,000 to not exceeding \$1,600 per annum.

Cashiers, 8 classes, salary, graded in even hundreds of dollars, at \$1,200, \$1,400, \$1,600, \$1,800, \$2,000, \$2,200, \$2,400, and not exceeding \$2,600 per annum.

Assistant cashiers, 5 classes, salary, graded in even hundreds of dollars, at \$1,000, \$1,100, \$1,200, \$1,300, and not exceeding \$1,400.

Finance clerks, including bookkeepers, 6 classes, salary, graded in even hundreds of dollars, from \$1,200 to not exceeding \$1,700 per annum.

Stamp clerks, 11 classes, salary, graded in even hundreds of dollars, from \$700 to not exceeding \$1,700 per annum.

Stamp agents, compensation at \$24 per annum.

Superintendent of mails, salary not exceeding 45 per centum of the salary of the postmaster as provided by the act of March 3, 1883, graded in even hundreds of dollars, from \$1,300 to not exceeding \$2,700 per annum, except at New York, N. Y., where the salary of the superintendent of mails shall be fixed at \$3,200 per annum.

Assistant superintendents of mails, 7 classes, salary, graded in even hundreds of dollars, at \$1,200, \$1,300, \$1,400, \$1,500, \$1,600, \$1,700, and not exceeding \$1,800 per annum.

Superintendents of delivery, salary not exceeding 45 per centum of the salary of the postmaster as provided by the act of March 3, 1883, graded in even hundreds of dollars, from \$1,300 to not exceeding \$2,700 per annum, except at New York, N. Y., where the salary of the superintendent of delivery shall be fixed at \$3,200 per annum.

Assistant superintendents of delivery, 7 classes, salary, graded in even hundreds of dollars, at \$1,200, \$1,300, \$1,400, \$1,500, \$1,600, \$1,700, and not exceeding \$1,800 per annum.

Superintendents of registry, salary not exceeding 40 per centum of the salary of the postmaster as provided by the act of March 3, 1883, graded in even hundreds of dollars, from \$1,200 to not exceeding \$2,400 per annum, except at New York, N. Y., Chicago, Ill., and Washington, D. C., where the salary of the superintendents of registry shall be fixed at \$3,200, \$2,700, and \$2,100 per annum, respectively.

Assistant superintendents of registry, 10 classes, salary, graded in even hundreds of dollars, at \$900, \$1,000, \$1,100, \$1,200, \$1,300, \$1,400, \$1,500, \$1,600, \$1,700, and not exceeding \$1,800 per annum, except at New York, N. Y., where the salary of the first assistant superintendent of registry shall be fixed at \$2,400 per annum.

Superintendents of money order, salary not exceeding 40 per centum of the salary of the postmaster as provided by the act of March 3, 1883, graded in even hundreds

of dollars, from \$1,200 to not exceeding \$2,400 per annum, except at New York, N. Y., where the salary of the superintendent of money order shall be fixed at \$3,200 per annum.

Assistant superintendents of money order, 11 classes, salary, graded in even hundreds of dollars, from \$800 to not exceeding \$1,800 per annum, except at New York, N. Y., where the salary of the first and second assistant superintendents of money order and the chief bookkeeper shall be fixed at \$2,400, \$1,800, and \$1,800, respectively.

Superintendent of stations, 11 classes, salary, graded in even hundreds of dollars, from \$1,000 to not exceeding \$2,000 per annum, except at New York, N. Y., where the salary of the superintendents of stations A and D shall be fixed at \$2,200 each per annum.

Clerks in charge of stations, 9 classes, salary, graded in even hundreds of dollars, from \$100 to not exceeding \$900 per annum.

Foremen of crews, or working sections, 7 classes, salary, graded in even hundreds of dollars, at \$900, \$1,000, \$1,100, \$1,200, \$1,300, \$1,400, and not exceeding \$1,500 per annum.

Mailing clerks, letter distributors, dispatchers, registry, money-order, directory, and "nixie" clerks, 9 classes, salary, graded in even hundreds of dollars, from \$600 to not exceeding \$1,400 per annum.

Separators, assorters, paper distributors, record clerks, general-delivery clerks, inquiry clerks, clerks for special-delivery mails, raters of third and fourth class mail matter, weighers of second-class mail matter, stock or supply clerks, and time-keepers, 7 classes, salary, graded in even hundreds of dollars, from \$600 to not exceeding \$1,200 per annum.

Stampers and mail messengers, 5 classes, salary, graded in even hundreds of dollars, from \$400 to not exceeding \$800 per annum.

Printers, 4 classes, salary, graded in even hundreds of dollars, from \$900 to not exceeding \$1,200 per annum.

Pressmen, messengers, watchmen, laborers, janitors, porters, firemen, carpenters, waste-paper examiners, and general utility clerks, 6 classes, salary, graded in even hundreds of dollars, from \$400 to not exceeding \$900 per annum.

Auditor at New York, N. Y., salary, \$3,000.

Draftsmen at New York, N. Y., and Chicago, Ill., salary, \$1,200 each per annum.

That the Postmaster-General be, and he is hereby, authorized to classify and fix the salaries of the clerks and employes attached to the second-class post-offices from and after July 1, 1893, as hereinafter provided, namely:

SECOND CLASS.

Assistant postmaster or chief clerk, 9 classes, salary, graded in even hundreds of dollars, from \$700 to not exceeding \$1,500 per annum.

Mailing clerks, letter distributors, dispatchers, registry clerks, stamp clerks, and money-order clerks, 6 classes, salary, graded in even hundreds of dollars, from \$500 to not exceeding \$1,000 per annum.

Separators, assorters, paper distributors, and general-delivery clerks, 5 classes, salary, graded in even hundreds of dollars, from \$500 to not exceeding \$900 per annum.

General utility clerks, stampers, messengers, porters, janitors, and watchmen, 4 classes, salary graded in even hundreds of dollars from \$300 to not exceeding \$600 per annum: *Provided*, That when the salaries hereinbefore stated are adjusted and fixed no clerk or employe shall be promoted or advanced in grade or salary without the approval of the Postmaster-General in accordance with the requirements of section 464, Postal Laws and Regulations, edition of 1887; and postmasters of the first and second classes shall submit rosters of the clerks attached to their respective offices to the Postmaster-General, to take effect from the first day of the fiscal year, July 1, and no roster shall be considered in effect until approved by the Postmaster-General.

That all acts and parts of acts which conflict with the provisions hereinbefore stated are hereby repealed.

SUGGESTED AMENDMENTS TO THE CLASSIFICATION ACT.

FIRST CLASS.

(1) *Secretary and stenographer*, seven classes instead of five classes, with salaries rated from \$1,000 to \$1,600 instead of from \$1,200 to \$1,600 per annum.

(2) *Cashiers*, eight classes instead of five classes, with salaries rated from \$1,200 to \$2,600 instead of from \$1,800 to \$2,600.

(3) *Stamp clerks*, eleven classes instead of ten classes, with salaries rated from \$700 to \$1,700 instead of from \$800 to \$1,700 per annum.

(4) *Assistant superintendent of mails*, seven classes instead of three classes, with salaries rated from \$1,200 to \$1,800 instead of from \$1,200 to \$1,400 per annum.

(5) *Assistant superintendents of delivery*, seven classes instead of three classes, with salaries rated from \$1,200 to \$1,800 instead of \$1,200 to \$1,400 per annum.

(6) *Superintendents of registry*, salary 40 per cent of the salary of the postmaster instead of 35 per cent, and graded from a minimum of \$1,200 to a maximum of \$2,400 instead of from \$1,000 to \$2,100 per annum; and also, that the salaries of superintendents of registry at New York, N. Y., Chicago, Ill., and Washington, D. C., be rated at \$3,200, \$2,700, and \$2,100 per annum, respectively, instead of 40 per cent of the salary of the postmasters.

(7) *Assistant superintendents of registry*, ten classes, with salaries rated from \$900 to \$1,800 per annum instead of not exceeding 25 per cent of the salary of the postmaster, and omit exception for salary at \$1,800 per annum for second assistant superintendent of registry at New York, N. Y.

(8) *Assistant superintendent of money-order division*, eleven classes instead of ten classes, to correct the printed error in law.

(9) *Superintendents of stations*, eleven classes instead of ten classes, to correct printed error in law.

(10) *Foremen of crews or working sections*, seven classes instead of six classes, with salaries rated from \$900 to \$1,500 instead of from \$900 to \$1,400 per annum.

(11) *Pressmen, messengers, watchmen, laborers, janitors, porters, firemen, carpenters, waste paper examiners, and general utility clerks*, six classes instead of four classes, with salaries rated from \$400 to \$900 instead of from \$400 to \$700 per annum.

(12) *Draftsman*, salary \$1,200 per annum, at Chicago, Ill., the same as at New York, N. Y.

SECOND CLASS.

(13) *Assistant postmaster or chief clerk*, instead of chief clerk, with salaries rated the same as now authorized, from \$700 to not exceeding \$1,500 per annum.

(14) *Mailing clerks, letter distributors, dispatchers, registry clerks, stamp clerks and money-order clerks*, six classes instead of five classes, with salaries rated from \$500 to \$1,000 instead of from \$600 to \$1,000 per annum.

(15) *Separators, sorters, paper distributors, and general delivery clerks*, five classes instead of four classes, with salaries rated from \$500 to \$900 instead of \$600 to \$900 per annum.

(16) *General utility clerks, stampers, messengers, porters, janitors, and watchmen*, four classes, with salaries rated from \$300 to not exceeding \$600 per annum.

ALBERT H. SCOTT,

Chief Salary and Allowance Division, Post-Office Department.

Appendix F.

STREET CAR DISTRIBUTIONS IN ST. LOUIS.

Postmaster-Harlow's letter describing his application of the railway post-office principle to street cars is as follows:

POST-OFFICE, ST. LOUIS, MO.,
Office of the Postmaster, November 26, 1892.

HON. JOHN WANAMAKER,
Postmaster-General, Washington, D. C.:

SIR: In presenting the following concerning the St. Louis and suburban street-railway postal-car service, I desire to describe not only the car as it is, its present limited schedule, but to enlarge somewhat on the future of the system which will almost entirely change the present method of collections reaching the main office from street letter boxes, as well as the dispatch of city mail on the line of the road to letter-carriers for delivery.

The car is a miniature railway postal car, 20 feet long, and the regulation width of a street car, run under the electric system with its own motor on front and rear platform, with motoneer and conductor, sliding doors at each end, and wide sliding doors with four windows on each side of car, with slot for mailing letters on each side with appropriate signs. The interior is well lighted with electric lights, the furniture consisting of stove, letter case amply large enough for all distribution, a rack for sixteen sacks, a stamping table, and all the conveniences of a modern railway postal car. Its run is from Sixth and Locust streets westward to the city limits, about 6 miles, the schedule time being 40 minutes.

The following substations are on the line of road: Substation 9, Fourteenth and Franklin avenue, with three carriers; substation 11, 3901 Morgan street, with four carriers; substation 12, the Arcade, Cabanne, 5500 West, with five carriers.

All mail for these carriers is made up at the main office ready for delivery, and is dispatched at 6:25 a. m., 9:50 a. m., and 1:45 p. m. This leaves the clerk in charge of car free to handle and distribute mail received en route.

By these men reporting at the several substations in lieu of the main office, or station C, there is shown by a fair estimate an aggregate saving of time to the 12 men of 10 hours daily.

It is proposed to place three more substations on the line of this road, for which application has been made, and at proper intervals a number of accumulation street letter boxes where carriers will deposit their collections, these boxes to be collected by the clerk in charge as the car passes, going both east and west: mail to be distributed en route and dropped off at the proper substation for delivery. All mail not intended for line to be dropped off as car passes main office.

From the limited opportunity to observe the possibilities of the street railway postal service it is plainly evident that the results will be to expedite the delivery and collection of mail, and thereby result in great good to the service.

I am, respectfully,

JOHN B. HARLOW,
Postmaster.

Appendix G.

THE MONEY-ORDER BUSINESS.

There were 10,070 money-order offices in operation on June 30, 1891, while at the close of the last fiscal year the number of offices of this kind was 12,069, an increase of 1,999 during the year. Since June 30, 1892, the number of such offices has been augmented by the work in progress prior to the close of the year to 4,620, making a total of 16,689 in operation at the present time. This increase of 6,619 since June 30, 1891, in the number of money-order offices is the largest that has ever occurred during a like period, and has been made in pursuance of the recommendation contained in my last annual report that the system be extended very generally "in localities where offices have never been established."

The chief difficulty in the way of establishing the money-order business at small post-offices has been the size of the new bond which the law requires from the postmaster before he commences that business and which the latter, in some cases, was unable to furnish. The reduction of the amount of this bond from \$3,000 to \$1,500 has been brought about by diminishing the number of money-order blank forms sent to the postmaster at one time, for the proper use of which he is held responsible. He is now furnished, under the provisions of a recent contract for supplies, with a book containing twenty-five money-order forms instead of one hundred as formerly. Furthermore, it was formerly the practice of the Department to designate as money-order offices only post-offices where the annual compensation of the postmaster was \$250 or more, but during the last fiscal year the policy has been pursued of extending money-order facilities to all post-offices where the compensation of the postmaster amounts to \$200 or more per annum.

As a consequence, while at the close of the year ended June 30, 1891, there were about 10,000 post-offices yielding this amount of compensation which were not money-order offices, at present the number of post-offices of this size without money-order facilities does not much exceed 3,500; and, in view of the above-named reduction in the amount of bond required as a preliminary, it is expected that at these the system in pursuance of the policy mentioned, will be put into operation within the next few months. There is abundant evidence that this policy of extending the money-order system to small places is in line with public sentiment and opinion; and, as they are not required to give bond in amounts unnecessarily large, it has so far, generally speaking, met with ready coöperation on the part of the postmasters.

Over 12,000,000 domestic money-orders were issued during the year, to the aggregate amount of more than \$120,000,000, and these figures very nearly represent the number and amount of domestic money orders paid and repaid.

International money-order business was carried on between the United States and each of twenty-seven foreign countries. Nearly 1,000,000 money orders, aggregating in amount over \$15,000,000, were issued in this country for payment abroad, while about 300,000 of foreign origin were paid here, in the amount of more than \$5,000,000. International money orders to the number of 3,266, aggregating in amount about \$44,000, were repaid in this country. The aggregate amount of money orders issued in the United States for payment in European countries continues to exceed very largely the amount of money orders issued in those countries for payment here. This preponderance is due, in large part, to the well-known fact that emigrants from Europe residing here frequently send a portion of their savings to their relatives in that part of the world. The number of orders of European origin paid here during the last fiscal year was 132,388, of the total value of \$3,284,899; while the number of orders here issued for payment in Europe was 879,320, aggregating in amount \$13,400,202.74.

In the transaction of the domestic and of the international money-order business only 194 cases of alleged improper payment, amounting to \$3,948.32, occurred; and in 98 of these cases it was ascertained that the claims, aggregating in amount \$2,000, were not well founded, the orders having been properly paid. In 12 cases only,

where the aggregate amount involved was \$259.30, the Department assumed the loss for the reason that neither the postmaster, the payee, nor the remitter were at fault. The cases in which, during the last fiscal year, it was ascertained that the orders had actually been paid or repaid to the wrong persons numbered 96, which is in the ratio of 1 to every 128,416 of the payments and repayments of domestic and international money orders made within that year.

There were over 7,000,000 postal notes issued and about the same number paid during the year, and the total value of those issued was nearly \$12,000,000, while the payments and repayments amounted to almost as much.

The domestic and international money orders and postal notes issued during the last fiscal year numbered altogether 20,102,958, and amounted in value to about \$147,000,000; while the payments and repayments of such orders and notes numbered in all nearly 20,000,000, and amounted in the aggregate to a little more than \$137,000,000.

A table showing by States the number of additional money-order offices established during the fiscal year 1891-'92, and also the number of such offices established since the commencement of the current fiscal year.

States.	Number of additional money-order offices established during the year ended June 30, 1892.	Number of additional money-order offices established since July 1, 1892.
Alabama.....	9	126
Alaska.....	1	0
Arizona.....	2	15
Arkansas.....	13	87
California.....	43	200
Colorado.....	14	51
Connecticut.....	7	159
Delaware.....	0	28
District of Columbia.....	6	1
Florida.....	11	92
Georgia.....	20	155
Idaho.....	4	22
Illinois.....	50	352
Indiana.....	23	204
Indian Territory.....	7	22
Iowa.....	27	133
Kansas.....	8	86
Kentucky.....	11	108
Louisiana.....	5	31
Maine.....	8	159
Maryland.....	149	1
Massachusetts.....	12	206
Michigan.....	22	269
Minnesota.....	12	119
Mississippi.....	9	54
Missouri.....	23	15
Montana.....	9	46
Nebraska.....	15	7
Nevada.....	1	1
New Hampshire.....	6	1
New Jersey.....	8	248
New Mexico.....	2	2
New York.....	25	867
North Carolina.....	17	112
North Dakota.....	4	1
Ohio.....	367	56
Oklahoma Territory.....	6	20
Oregon.....	17	6
Pennsylvania.....	857	63
Rhode Island.....	1	2
South Carolina.....	10	5
South Dakota.....	53	24
Tennessee.....	9	2
Texas.....	34	20
Utah.....	4	1
Vermont.....	6	2
Virginia.....	14	239
Washington.....	22	60
West Virginia.....	4	122
Wisconsin.....	13	13
Wyoming.....	0	1
Total.....	1,999	4,620

Statement showing the amount paid by this Department to foreign countries from March 5, 1889, to July 1, 1892, in liquidation of balance accruing on money-order account.

Name of country.	Amount paid.	Name of country.	Amount paid.
Canada	\$184,013.35	Portugal	\$53,726.76
Great Britain	14,778,638.90	Japan	63,343.10
Germany	4,740,009.95	Norway	1,645,126.64
Switzerland	1,564,509.85	The Netherlands	30,264.68
Italy	3,673,646.06	Denmark	348,370.82
France	684,609.55	Austria-Hungary*	67,878.79
Sweden	3,148,049.61		
Belgium	169,036.63	Total	\$31,160,225.78

*Direct exchange of money orders with Austria-Hungary was commenced April 1, 1892.

Appendix H.

INQUIRIES ADDRESSED TO FOREIGN COUNTRIES AND REPLIES RECEIVED THEREFROM.

OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., December 16, 1891.

SIR: The subject of postal savings depositories is one which has been much discussed in this country for a number of years. Since my incumbency of the office of Postmaster-General I, in common with a number of my predecessors, have strenuously urged the establishment thereof, and at the last session of the Congress of the United States presented an argument in their favor. I propose now to renew the argument in as forceful a manner as possible in the session of Congress which has just begun, and I have the honor to request that, to assist me in this object, you will kindly send me, as soon as possible, such information as you may have available in convenient form for reference regarding similar depositories in your country. I shall be glad to be advised particularly upon the following points:

First. The date of establishment of the postal savings depositories in your country, their early history, with their successes or reverses.

Second. The statistics of the system from the date of establishment to the latest practicable date.

Third. Whether the system in its inception or since encountered the opposition of private banking institutions; if so, to what extent and how it was overcome.

Fourth. The rate of interest paid to depositors and the manner in which it is paid or accounted for.

Fifth. Of especial importance I would beg to inquire as to what disposal is made of the sums deposited in the postal savings banks; that is to say, how are they invested by the Government so that they may earn sufficient to pay the running expenses of the system and the interest to depositors.

Sixth. Generally, the essential details of your system.

Inasmuch as I would like to present my renewed argument early in the present session of Congress, I beg the favor of a prompt response.

I have the honor to be, sir, very respectfully, your obedient servant,

JOHN WANAMAKER,
Postmaster-General.

The Director-General of Posts, Brussels, Belgium; The Minister of Posts and Telegraphs, Rome, Italy; The Director-General of Posts, St. Petersburg, Russia; Paris, France; Vienna, Austria; The Hague, The Netherlands; Stockholm, Sweden; Budapest, Hungary.

FRANCE.

[Translation.]

PARIS, January 11, 1892.

SIR: By my letter of November 15, 1891, in reply to your telegram of November 11, 1891, I had the honor to furnish you some general information relative to the postal savings bank in France or the national savings bank. I think that this letter has reached you.

With the view, however, to meet your wish expressed in your letter of December 16, 1891, I intend this day to enter more into details in order to reply to your questions.

For a long time, even previous to the year 1881, the French Government and Parliament had been struck by the fact that there were no private savings banks, i. e.,

banks founded by private societies and communes, except in important centers. This institution had not reached the rural districts. To remedy this condition of things, the first step was taken by a decree of August 23, 1873, by combining a savings service with the administration of posts, by making it the duty of postmasters to lend their aid to private savings banks which might desire such aid, and to transmit to these banks any funds collected by them as savings. Possibly because not sufficient publicity had been given to this measure, or because the private savings banks either did not know how, or did not want to derive the greatest possible benefit therefrom, the results of the decree of August 23, 1873, did not amount to anything.

In 1881 the number of savings banks was entirely insufficient, there being only 541, with 800 branches. Of 90 capital cities of departments, 362 chief towns of districts, 1,990 cantons, and 36,814 communes, 1 capital city of departments, 15 chief towns of districts, 1,599 cantons, and the majority of the communes had no savings banks.

The law of April 9, 1881, by establishing the postal savings bank, made, from January 1, 1882, the 7,000 post-offices in France and Algeria agencies of this bank.

Far from interfering with the private savings banks which existed prior to this date, this law contains a number of new provisions by which these banks have profited. Under the Empire, according to the legislation then in force, the private savings banks could not receive more than 300 francs from one person per week, and the account of one depositor could not exceed 1,000 francs, the only exception being made in case of mutual benefit societies, which could deposit amounts up to 8,000 francs. Minors and married women could, as a measure of toleration, open a bank account through the intervention of their teacher, their legal representative, or their husband; but they had not right to draw money without such intervention.

The law of April 9, 1881, raised the maximum of deposits to 2,000 francs, paid in in one or several installments; it gave to minors and married women the right to make deposits and draw money without the intervention of the teacher, the legal representative, or the husband, except in cases where these persons raised objection. Minors, however, can not draw money without the intervention of the persons representing them, until the completion of their sixteenth year.

The law of April 9, 1881, contains, by way of safeguard, a clause in virtue of which decrees issued by the council of state may, in cases of "force majeure," and especially during political or economical crises, authorize the savings banks not to pay out more than 50 francs to one person per two weeks.

All these provisions apply not only to the postal savings bank, but also to the private savings banks.

On the other hand, the postal savings bank has not been established with the view to compete with the private banks, but for the purpose to give savings banks to localities where they did not exist and where probably they would never have been established by private effort. Even communes where there is no post-office, and therefore no agency of the savings bank, are visited at least once a day by the rural letter-carriers, who can serve as intermediaries between the post-offices and the depositors for making deposits. It may, therefore, be said that there is not a commune and not a hamlet in France where savings can not be collected.

The postal savings bank and the private savings banks do not exactly serve the same class of customers. The first-mentioned offers special advantages to economical persons who move about a good deal, and who therefore appreciate the facility of making a deposit in one post-office and drawing it in some other office. The second, by reason of the higher rate of interest paid by them, are more advantageous to persons who always reside in one and the same place, where they make their deposits and draw their money.

The postal savings bank only pays an interest of 3 per cent to depositors, whilst the private savings banks, whose relations with the treasury, represented by the "Caisse des Dépôts et Consignations," have not been changed by the law of April 9, 1881, pay an interest of 3 francs 50 centimes, and even 3 francs 75 centimes for 100 francs.

These reasons explain why the postal savings bank has not met with any opposition on the part of the private savings banks, whose depositors have not decreased in number since January 1, 1882, and whose operations are constantly increasing.

As regards the private banks which receive funds in account current, they have nothing to fear from the postal savings bank, which receives deposits from 1 franc upward, and even deposits less than 1 franc, in the shape of 5 and 10 centimes postage stamps, which the depositor pastes on a card and which are accepted when their value has reached 1 franc. The operations of the postal savings bank relate principally to small amounts; and experience has shown that the postal savings bank does not in the least interfere with the development of the private banks, which receive larger deposits. The vast majority of the depositors in the postal savings banks consists of miners, laborers, clerks, etc., whilst the private banks have their depositors among persons of greater means.

I inclosed with my letter of November 15, 1891, two copies of the report for the year 1890 addressed to the President of the French Republic. This report, which is exclusively devoted to the postal savings bank, or the national savings bank, contains statistics which have been confirmed by the results of the year 1891.

I stated above that the postal savings bank pays to depositors interest at the rate of 3 per cent per year. On the 31st December of each year the interest which has accrued is calculated by the accountant, placed to the credit of each account, and becomes productive of interest from the 1st of January following. The same capitalization is effected by a comptroller, who makes a duplicate of all the accounts current. The French postal savings bank is not clothed with power by law to require that the bank book shall be communicated; but depositors begin to understand more and more that it is in their interest that such communication be made, so that the interest which has accrued on the 31st December preceding may be entered.

Moreover, the accounts current kept by the accountant, and the duplicates kept by the comptroller, are compared at the end of the year. It is thereby made certain that each depositor has been credited with the exact amount of his deposits, and debited with the amount of the payments made to him.

The sums deposited, both in the postal savings bank and in the private savings banks, are placed in the "caisse des dépôts et consignations" of the public administration, which converts them into French Government securities, reserving, however, a certain amount, so as to be prepared for all emergencies. The account current of the postal savings bank in the "caisse des dépôts et consignations" can not exceed 50,000,000 francs. At present it amounts to about 45,000,000.

The sums converted into Government securities of course produce interest at a rate corresponding to the price at which these securities are bought according to the daily quotations of the Paris exchange. Of late years Government securities have been brought on very advantageous conditions, so that the 3 per cent French securities did not cost more than 90 francs. The rate of interest has been sufficiently remunerative to allow the postal savings bank to pay depositors 3 per cent interest, to cover its expenses of administration, and even to yield some profit. The same was the case as regards the funds which were converted into treasury bonds bearing 4 per cent interest and those placed in account current with the "caisse des dépôts et consignations," bearing interest at the rate of 3 francs 25 centimes per 100 francs.

But the exchange rate of French securities has advanced steadily at the present quotation of 95 francs, the 3 per cent perpetual only yields 3 francs 17 centimes, which only leaves a small margin for covering the expenses of administration.

Moreover, by the terms of the law of December 26, 1890, the "caisse des dépôts et consignations" from January 1, 1891, only pays on funds held in account current, interest equal to the rate of interest on Treasury bonds. This rate of interest fixed by the minister of finance varies. During the year 1891 it went below 3 per cent.

These new provisions, which keep step with the progressive rise in the securities, may compel the postal savings bank to reduce the rate of interest paid to depositors. I am convinced, however, that this reduction will not seriously interfere with the progressive development of the operations of the postal savings bank.

General instructions relative to the postal savings bank foreign service are in the hands of the printer; there are also being prepared general instructions relative to the domestic service of this bank.

As soon as these documents are published I shall forward copies to you, in which you will find all the details of the foreign and domestic service of the postal savings banks.

Accept, etc.,

The Director-General of Posts and Telegraphs.

[Translation.]

PARIS, November 16, 1891.

SIR: I have the honor to reply to your telegram of November 11, 1891, in which you expressed the desire to know my opinion regarding the advantages of having a postal savings-bank service connected with the administration of posts, regarding the services which the postal savings bank renders to the public, and regarding the expenses which the postal savings-bank service involves.

Prior to the law of April 9, 1881, by which the postal savings bank or national savings-bank was established in France, the establishment of savings banks was left to private enterprise. Such banks were, consequently, only established in important centers, where the conditions were such as to insure success. There were no savings banks in the rural communities, where the population is not very dense. The question was how to fill this gap; and no better means to do this could be found than the establishment of a postal savings bank, having its branches in about 7,000 post-offices scattered throughout the entire territory of France. The inhabit-

ants of small communities have at present, like those of the large cities, every facility for depositing their savings; and new channels have thus been opened for the savings of the nation.

Of all the departments of the Government the post-office is the one which is known best and whose services are most highly appreciated. It is therefore natural that the Government, if it does not wish to receive the deposits accumulated in private savings banks and yet intends to place itself in direct relations with the saving public, should select the administration of posts to act as intermediary between it and the public.

Moreover, the French Government found in its postal service a body of employes accustomed to responsibility, and offering every guarantee necessary for secrecy and security. Secrecy is assured by the oath of office which all postal employes have to take, and security is guaranteed by the bonds which responsible officers of the Government have to give before they can enter upon their duties.

Private savings banks can, in the majority of cases, only have their windows open for deposits and payments for two or three hours per week. The 7,000 post-offices, however, which are branches of the postal savings banks, are open every day, including Sundays and holidays, and during the greater part of the day.

The public can draw money and pay money at every post-office, and can draw at one post-office money deposited in another.

Besides these highly appreciative facilities, the direct management of the postal savings bank by the Government represented by the administration of posts, offers absolute security to depositors.

By reason of these facilities and this security the postal savings bank has been enabled to prosper and develop, although it only pays 3 per cent interest; a lower rate than that paid by private savings banks which existed before the establishment of the postal savings bank, and which still exist.

I transmit, herewith, two copies of the report to the President of the Republic on the operations of the national savings bank in 1890. This report gives a review of the working of the bank, and the financial situation on the 31st of December, 1890.

Far from imposing any sacrifices on the public treasury, the management of the national savings bank has, during the period of 1882-1890 (both years inclusive), yielded a total profit of 3,366,206 francs 77 centimes (\$649,677.90).

These profits can not be used except by legislative act, and form a reserve fund for cases of emergency.

Accept, etc.,

J. DE SELVES,
Director-General of Posts and Telegraphs.

ITALY.

[Translation.]

ROME, *January 14, 1892.*

In reply to your letter of December 16, 1891, I take pleasure in furnishing the following information:

A proposition to establish postal savings banks in Italy was introduced in the Italian Parliament in 1870, but owing to objections which it encountered in the Senate and to other causes of legislative character, postal savings banks were not established till January 1, 1876.

According to the law relating to the subject, the post-office effects this service on account of the deposit and loan bank.

The administration of posts represents the State in its relations with the public and keeps the necessary books. The deposit and loan bank provides the expenses and sees to the placing of the funds.

In other words, the post-office issues the books, receives and pays money, turns over the funds to the bank, and keeps an individual account with each depositor.

The bank keeps a complete account-current with the post-office, which must turn over to it the amounts deposited, ask the bank for advances when needed, and present periodical accounts to the same.

The operations of the postal savings bank during the first years of its existence were somewhat limited, but soon began to increase. In 1876 the total number of transactions (deposits and payments) was 141,736; in the year 1877 it was 273,453; whilst in 1889 the total number of transactions was 3,347,049.

In 1876 the deposits exceeded the payments by 2,443,404 lire; in 1877 by 4,031,512 lire; in 1889 by 21,452,293 lire; and in 1890 by 24,529,302 lire.

The total amount of the deposits at the end of 1889 was 285,954,332 lire, and at the end of 1890 was 310,483,635 lire.

There has never been any serious opposition to the establishment of the postal savings bank. In the beginning some apprehension was felt that the postal savings bank might injure the private institutions of a similar character; but these apprehensions soon vanished, as it soon became apparent that each of the two kinds of institutions had its own circle of customers and did not interfere with each other. At present there are not a few localities where postal savings banks are in operation and flourish side by side with private savings banks. Special mention should here be made of the old firmly established savings bank of Lombardy, which has its central office at Milan and many branch offices throughout the entire kingdom.

The rate of interest on deposits is fixed year by year by the minister of finance, in conjunction with the minister of agriculture, industry, and commerce, and the minister of posts and telegraphs. The rate of interest was 3 per cent during the years 1876, 1877, and 1878; 3.50 per cent during the years 1879-1886; and 3.25 per cent during the following years.

Liquidation is effected at the end of the calendar year, and the amounts due to each depositor are entered in his book, added to the capital, and become productive of interest.

No interest is paid in the course of the year, except in cases where books are closed.

The deposit and loan bank, by the terms of the law, invests the funds in loans to the provinces and communes; in securities of the public debt in treasury bonds, and in account-current with the treasury itself.

From the investment of the funds the deposit and loan bank realizes during a period of five years a profit of several millions, portion of which is at the end of a quinquennial period divided among the depositors at the rate of 8 per cent on the interest which has accumulated during the five years, according to article 15 of the law of May 27, 1875, No. 2779.

As regards the details of the service I would state:

- (1) That the books which are issued are in the name of one person;
- (2) That in the course of one year not less than 1,000 lire can be entered in one book, and not more than 2,000 lire; sums deposited in excess of 2,000 lire do not bear interest;
- (3) That one person can not have more than one book;
- (4) That the books are not subjected to restriction of any kind (as to the persons to whom they are issued);
- (5) That payments can be made at an office other than that by which the book was issued.

I take the liberty to transmit herewith:

- (a) A pamphlet containing the laws, decrees, and regulations relative to the postal savings bank and the administration of the deposit and loan bank;
- (b) The first report (for the year 1876) on the postal savings bank service, which also contains a history of the law and the manner in which the service was organized;
- (c) The report for the year 1889 (the last one published).

Accept, etc.,

For the Minister of Posts and Telegraphs.

The POSTMASTER-GENERAL,
Washington, D. C.

BELGIUM.

[Translation.]

BRUSSELS, January 9, 1892.

SIR: With a view to comply with the request made by your letter of December 16, 1891, I have the honor to transmit herewith:

- (1) Collection of the laws and decrees relating to the general savings bank of Belgium.
- (2) A complete review of the postal service of this bank.
- (3) A copy of each report published by the administration of the savings bank from the time when the post-office began to extend its aid to the same.

These documents contain all the data and statistics which can be of use to you.

The postal service of the savings banks, established in Belgium January 1, 1870, has continued to develop from year to year, especially after the improvements introduced by the administration of posts in October, 1881.

By letter of March 17, 1882, No. 1311, addressed by request to the superintendent of the money-order system of your Department, and following the information furnished to your Government January 4, 1882, through the diplomatic channel, full in-

formation was furnished relative to the adoption of coupon receipts for deposits, and the use of postage stamps for the savings of school children (see royal decree of May 11, 1882).

Thanks to the improvements mentioned above, the number of persons who have become depositors in the savings banks through the intermediary of the post-offices has doubled in one year, and on December 31, 1890, there was in Belgium one bank book of an average value of 375 francs to every thirteen inhabitants.

These figures show in the most eloquent manner the great favor in which this institution is held by the general public. As far as I know, the postal savings bank has never met with any opposition from private banks and similar institutions.

Accept, etc.,

The Director-General of Posts.

AUSTRIA.

[Translation.]

VIENNA, January 23, 1891.

SIR: In reply to your letter of December 16, 1891, asking for information relative to the Austrian postal savings banks, I transmit herewith the laws and regulations relating to these banks, giving all the details relative to rate of interest paid, the keeping of the accounts, cost of management, etc.

As regards the statistics, I refer you to the accompanying accounts of the postal savings bank from its establishment till the year 1890.

No opposition to the postal savings bank has ever been manifested by the private savings banks in Austria; and from the very beginning the postal savings bank has enjoyed the universal favor of the public. It should be stated that only very few banks in Austria, and these only to a limited degree, engage in the check and clearing business.

The Director-General of Posts and Telegraphs.

HUNGARY.

Hungarian office, Budapest, under date of February 10, 1892, No. 466, v., transmits herewith a statement relative to the postal savings-bank service of Hungary, giving the information asked for by letter of the Post-Office Department of December 16, 1891.

[Translation.]

RÉSUMÉ OF INFORMATION RELATIVE TO THE POSTAL SAVINGS BANK OF HUNGARY.

(1) By virtue of law IX of 1885, the postal savings-bank service went into operation February 1, 1886, first only for savings, and much later, after its usefulness had been tested, it was, by law XXXIV of 1889, authorized from January 1, 1890, as a service of "checks and clearing." This service is managed by the same officials and is under the direction of the same authorities as the postal savings bank, but its details are separate from that service.

The establishment of the postal savings bank in Hungary is due to the same causes as in other countries.

The private savings banks, although their usefulness was never disputed, did not meet the wants of persons of small means, because these banks preferred to have deposits of larger amounts. Owing to the large number of post-offices, the postal savings banks were better able to meet these wants by receiving small sums bearing interest, and thus encouraging the spirit of saving.

The development of the postal savings-bank service in Hungary has shown its great popularity, and the service has been so perfect from the beginning as not to require many changes.

The service of "checks and clearing" is not a change, but an important service supplementing that of the postal savings banks, and no objection has ever been raised to it.

(2) For the statistics of the postal savings bank of Hungary, see the appendix.

(3) Private savings banks can never see a competitor in the postal savings banks, because their organization is different and because they serve a different class of

people. The postal savings banks have not exercised an injurious influence on the development of the private savings banks, which is shown by the circumstance that since the establishment of the postal savings banks the deposits in the private savings banks have not decreased, but increased very considerably, as has also the number of private savings banks. Thus, *e. g.*, thirty new private savings banks have been established during 1886-1888, and quite a number in 1890.

(4) The rate of interest paid to depositors is 3.6 per cent in the postal savings-bank service and 2 per cent in the "checks and clearing" service. In both these services interest is calculated from the 16th of the same month and from the first day of the month following that of the deposit. Sums withdrawn cease to bear interest from the first or 16th day from the date of withdrawal. Sums less than a florin do not bear interest. The interest which has accrued on the 31st December of each year is added to the capital and bears interest.

(5) The interest paid on sums deposited in the postal savings banks is principally obtained by the purchase of Government stocks and securities, although the law also permits the purchase of mortgages, and in the "checks and clearing" service, under certain restrictions, loans on good security.

The sums deposited in the postal savings banks of Hungary at the end of 1890 amounted to 6,683,943 florins, 68½ kreuzer, utilized in the following way:

- (a) Account current, 434,396 florins.
- (b) Government securities, 6,135,700 florins.
- (c) The remainder in account.

By investing the funds in this manner a sufficient amount was obtained, not only to pay the interest to depositors, but also to defray the expenses of administration.

During the first year (1886) the postal savings bank could only pay 13.9 per cent of the expenses of its administration, and the post-office advanced the amounts necessary for carrying on the business; in 1890 the postal savings banks could pay 80.4 per cent of the expenses of its administration; and in 1891 it not only covered all its expenses, but even had a surplus, which was used for paying the sums advanced by the post-office.

(6) For further information see article "Hungary," in "Résumé of Domestic Laws relating to the Postal-Banks Service," published by the International Bureau in 1889.

Checks and clearing service, 1890.

[Number of persons participating, 964,910.]

	No.	Amount.	Average.
		<i>Florins.</i>	<i>Florins.</i>
Deposits	373,964	63,046,915.87½	168.56
Repayments	51,372	61,154,124.41	119.41
Net deposits		1,892,789.26½	2,079.99

Postal savings-bank service.

Year.	No. of banks.	No. of bank books.			Deposits.			
		Issued.	With-drawn.	In force.	No.	Amount.	Average.	No. of savings' cards.
						<i>Florins.</i>	<i>Florins.</i>	
1886.....	2,000	106,742	21,225	85,517	472,028	2,677,093.32	5.67	341,321
1887.....	2,900	165,948	55,009	110,939	910,142	5,722,402.88	6.28	662,919
1888.....	3,225	222,778	92,891	129,887	1,341,250	9,317,697.01	6.94	995,380
1889.....	3,815	283,775	132,965	150,810	1,796,784	13,588,787.20	7.56	1,348,582
1890.....	3,828	345,970	177,265	168,706	2,270,532	18,798,755.34	8.28	1,639,592

Year.	Repayments.			Amounts used for purchasing securities, etc.
	No.	Amount.	Average.	
		<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>
1886.....	67,036	1,257,532.24	18.76	256,657.31
1887.....	173,891	3,581,083.92	20.59	513,116.73
1888.....	292,545	6,389,851.51	21.84	872,719.00
1889.....	429,482	9,849,481.60	22.93	1,190,905.66
1890.....	562,916	14,007,600.92	24.03	1,501,760.64

Year.	Deposits.	Average per bank book.	Face value of securities bought.	Expenses of one transaction.	No. of depositors per 1,000 inhabitants.	Average deposits per 1,000 inhabitants.
	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>	<i>Florins.</i>		<i>Florins.</i>
1886.....	1,419,566.08	16.60	1,477,300	.195	50	83.00
1887.....	2,141,318.96	19.30	2,309,600	.177	66	129.10
1888.....	2,927,845.50	22.54	3,115,200	.193	78	177.44
1889.....	3,739,285.60	24.79	3,933,100	.187	91	224.18
1890.....	4,791,154.42	28.40	5,008,700	.174	967	274.63

THE NETHERLANDS.

[Translation.]

THE HAGUE, January 7, 1892.

SIR: Referring to your letter of December 16, 1891, I have the honor to transmit herewith:

First. A copy of a report on the postal savings banks in the Netherlands, and statistics of these institutions from their first establishment till the end of the year 1890.

Second. A copy of the last report to the Queen on the postal savings-banks service.

In these two documents and in the résumé of the laws and regulations governing the postal savings-banks service published by the International Bureau, Berne, you will find all the desired information.

In regard to your third inquiry, I have to state that when the postal savings-banks service was inaugurated it met with no opposition whatever on the part of the banks.

The Director-General of Posts.

SWEDEN.

[Translation.]

STOCKHOLM, January 20, 1892.

In reply to letter of the Post-Office Department of December 16, 1891, asking for information relative to the Swedish postal savings banks, I have the honor to state the following:

(1) Time when the Swedish postal savings bank was established, its early history, etc.

In 1881 the Swedish Government appointed a committee of five persons to consider the question of establishing a postal savings bank under the guarantee of the state and under its management. The report made by this committee December 23, 1882, unanimously recommended the establishment of a postal savings bank. In 1883 the King transmitted this report to the Swedish Parliament with his approval, and the Parliament almost unanimously resolved to establish a postal savings bank. June 23, 1883, the King promulgated a decree for its establishment, and January 1, 1884, it began its operations.

(2) Statistics of the Swedish postal savings bank from its beginning till the present time. (The reports for 1884, '85, '86, '87, '88, '89, and '90 are transmitted herewith.).

The principal items of interest are given in the following table.

Years.	Number of banks in operation at the end of the year.	Deposits.		Payments.		Cost of management of the banks.	New accounts opened during the year.	Accounts closed during the year.	Accounts open at the end of the year.	Total amount of deposits at the end of the year.
		No.	Amount.	No.	Amount.					
			<i>Kronor.</i>		<i>Kronor.</i>	<i>Kronor.</i>				<i>Kronor.</i>
1884....	1,575	238,338	1,095,683	12,560	282,418.86	84,661.05	86,782	7,269	79,513	827,641.10
1885....	1,688	223,243	1,282,658	25,831	604,204.50	65,940.94	47,147	13,936	112,724	1,455,205.15
1886....	1,731	203,968	1,607,572	33,540	902,264.88	70,007.95	37,201	15,156	134,769	2,119,395.15
1887....	1,808	190,014	1,817,344	37,156	1,132,950.79	71,900.06	28,328	11,081	152,016	2,885,396.75
1888....	1,841	212,131	3,136,881	41,287	1,496,017.76	73,552.10	31,234	8,503	174,747	4,650,743.62
1889....	1,888	239,013	5,718,851	44,737	2,101,964.51	73,826.51	36,979	9,206	202,520	8,482,677.57
1890....	1,942	276,422	7,671,771	53,303	3,517,181.16	85,490.08	44,718	10,178	237,060	13,016,563.90
1891....	1,994	294,399	7,489,265	65,575	4,719,636.80	82,994.90	48,275	14,078	271,257	16,276,016.08

(3) Has the Swedish postal savings bank, in its beginning or since, met with any opposition from private savings banks?

As far as known no opposition has been manifested at any time.

(4) Rate of interest paid and manner in which it is paid.

From the establishment of the postal savings bank interest has been paid on deposits at the rate of 3.6 per cent. No interest is paid on fractions of a krona. Interest commences in the month succeeding the one in which the deposit was made. If the whole amount deposited is taken out by the depositor, the capital, with all the interest due on the same, is paid. If the amount of the deposits has not been taken out and there is, therefore, an open account at the end of the calendar year, the interest is not calculated till the year is closed, and the amount is placed to the credit of the depositor and is entered on the bank book, which must be transmitted to the central administration once a year.

(5) Cost of management of the postal savings banks.

The amount of the deposits not needed for repayments is placed in the Royal Swedish Bank, but may be withdrawn at any time. What remains after all repayments are made is safely invested. During the first three years the amount was invested in government securities. Since then, however, investments have been made in other Swedish securities or have been loaned to various cities in Sweden, proper security being furnished. From the very beginning the interest on the amounts invested has been sufficient to pay the interest due to the depositors, but only since 1891 has the interest been large enough to meet the expenses of management, which prior to that year had been paid by the postal treasury.

(6) Details of the regulations governing the Swedish Postal Savings Bank.

Regarding this matter the Post-Office Department is referred to volume IV for 1884 of "L'Union Postale," published by the International Bureau, Berne, where these regulations are given in full.

General Post Director.

**DETAILS OF POSTAL SAVINGS BANK SYSTEMS IN BELGIUM, NETHERLANDS, FRANCE
GREAT BRITAIN, ITALY, SWEDEN, AUSTRIA-HUNGARY, RUSSIA, AND FINLAND.**

BELGIUM.

Postal savings banks were established in Belgium by law of March 16, 1865, modified by law of July 1, 1869.

The postal savings bank service, inaugurated under the guarantee of the Government, is established in all post-offices. Deposits are received every day during office hours. Before being allowed to make deposits in a postal savings bank, a person must sign a declaration stating that he possesses a sufficient knowledge regarding the laws and regulations governing this service and that he will conscientiously observe the same. The applicant is then furnished, free of charge, with a pass-book, in which deposits and payments are recorded.

In case this book is lost or stolen, the possessor may obtain another copy by complying with the necessary precautionary measures prescribed by the administration. The price of the second copy is fixed at 25 centimes. No deposit can be less than one franc, and fractions of a franc are not accepted. No limit is fixed as regards the amount of deposits recorded in one and the same book, but no depositor can exceed the amount of 5,000 francs in two weeks, unless he receives a special authorization from the central administration of posts, to be obtained through the intermediary of the post-office which has issued the pass book. When a first deposit has been made by a married woman, the signature of the husband, in addition to that of the woman, must appear on the records. These signatures are equally binding in case of payments, unless the husband, in writing, authorizes his wife to draw money without his intervention. If married people manage their property separately, only the signature of the wife is required on making the first deposit and when drawing funds from the bank.

Unless specially authorized by the administration of the postal savings bank, a depositor can not at one and the same time have more than one book.

By way of an experimental measure, deposits may be made on one and the same book at every post-office in the kingdom.

The public is permitted to make use of the ordinary 5 and 10 centime postage stamps for making deposits of one franc in the postal savings bank. As an exceptional measure, school children may use for this purpose 2-centime postage stamps.

Postage stamps must be attached by depositors to tickets, which for this purpose are furnished free of charge by any post-office, either in person or through the intermediary of the letter-carriers. As soon as a ticket bears postage stamps to the value of one franc, it is accepted by the post-office as a deposit for that amount. One and the same person can not deposit more than ten francs per month in postage stamps.

The inhabitants of the rural districts may make deposits not exceeding 500 francs through the intermediary of the letter-carriers. For the first deposit, however, they must go the post-office.

All deposits made in post-offices are acknowledged by means of coupon receipts issued especially for that purpose by the administration of posts. These coupons are posted in the depositor's book by the postal employé, who writes opposite it his signature and impresses the date stamp of his office.

No receipt is recognized as valid by the administration unless it is given in this form.

The amounts deposited may, at the request of the depositors, be converted into Belgian securities or annuities on the pension fund.

Sums deposited may be drawn at any post-office, but only at the expiration of the two weeks during which the deposit has been made. In no case will money be paid without producing the pass book.

Payment of any amount not exceeding 100 francs is made immediately upon receipt. A depositor, however, can not draw money more than once a week, unless he obtains a special authorization.

Payments of sums exceeding 100 francs necessitates the intervention of the savings bank and is made at the following periods:

Fifteen days for sums exceeding 100 francs and less than 500 francs.

One month for sums exceeding 500 francs and less than 1,000 francs.

Two months for sums exceeding 1,000 francs and less than 5,000 francs.

Six months for sums exceeding 5,000 francs.

These periods of delay may be shortened by the administrative council of the savings bank.

This administration annually calls in all the pass-books which have been issued in order that they may be verified and the interest which has accrued during the year may be entered.

Depositors who, without valid excuses, omit to send in their books before the expiration of the first half year lose the interest on the sum deposited during the year. Every deposit draws interest from the 1st or the 16th of the month elapsed since the date of deposit. Amounts which are withdrawn cease to bear interest on the 1st or 16th preceding the day when they were drawn. Interest is fixed at 3 per cent on all deposits up to 5,000 francs and 2 per cent for amounts exceeding 5,000 francs. No interest is calculated on fractions of a franc. Independent of this interest a proportionate distribution among all holders of pass-books is made every five years of a portion of the reserve fund of the savings bank.

Interest due on the 31st of December of each year may, if so desired by the depositors, be paid to them immediately or be added to the capital and begin to draw interest from the day following.

Statistics for 1890 (latest obtainable).

Deposits:	
Number	1,466, 113
Amount	frances.. 150, 906, 657. 17
Repayments:	
Number	344, 458
Amount	frances.. 116, 597, 252. 98

THE NETHERLANDS.

The postal savings bank was established by a law of May 25, 1886, and began its operations on the 1st of April, 1881.

The post-office savings bank is managed by a director residing at Amsterdam, who conducts the business under the superintendence of a council of administration, and is subordinate to the ministry of commerce and industry.

The Bank of the Netherlands, as agent of the treasury, performs the functions of cashier to the savings bank, an arrangement by which the settlement of accounts between the savings bank and the treasury is considerably facilitated. The difference between the deposits and the withdrawals is invested by the director of the savings bank, with the approval of the council of administration, in the securities and stocks designated by the law.

Interest is paid to depositors at the rate of 2.64 per cent per annum. Sums deposited during the first fortnight bear interest from the 16th of the same month and those deposited during the second fortnight from the 1st of the next month. The amounts withdrawn cease to bear interest on the 1st or 16th day of the month preceding the day of withdrawal. No interest is allowed either for fractions of a florin or for amounts in excess of 800 florins. The difference between the interest allowed to depositors and that produced by the deposits serves to cover the expenses of management; the surplus becomes the property of the treasury. The Government in return guarantees to the depositors the interest on their deposits and the right to withdraw the latter any time.

The forms in use for the postal savings-bank service are exempt from stamp duty. The correspondence exchanged between the savings bank at Amsterdam and its branches (the post-offices) and the depositors is forwarded free of postage, in return for which an amount of 10 cents (Dutch) per year and per depositor is paid by the savings bank to the treasury.

The minimum amount of deposit is fixed at 25 cents (Dutch). In order, however, to encourage the saving of still smaller amounts the post-offices are provided with forms divided into twenty compartments, each intended for a 5-cent (Dutch) postage stamp. As soon as the postage stamps on these forms, which are furnished free of charge, reach 1 florin in value, they are received by the post-offices as a deposit of this amount. In order to enable school children to save small amounts a form divided into 100 compartments has been issued, each of which is intended for a 2-cent (Dutch) postage stamp.

On making his first deposit the depositor must sign a declaration that he submits to all the regulations governing the postal savings bank. Married women and minors are allowed to make deposits. Persons making deposits for the benefit of third parties may make stipulations with regard to the conditions on which they can draw money from the bank.

Each depositor is furnished with a pass book free of charge. If this book is lost a duplicate will only be issued after a delay of six weeks and on prepayment of 50 cents (Dutch).

The deposits are entered by the postal employé in a stub book and the amount is repeated, written in full, on a slip to be detached from this book and pasted in the pass book. The date of deposit, its amount, in figures, is then entered in the pass book, and the entry is attested by the signature of the receiving employé and the impress of the date stamp of the office.

Deposits may be made either at the office which issued the pass book or at any other office transacting savings-bank business. Deposits can be withdrawn at once only within the district of the office by which the pass book was issued; and withdrawals can not exceed 10 florins per week for every depositor. In case of change of residence the depositor may, by making application to the director, have his account transferred to the office in the district where he intends to reside. Any withdrawal to be made under conditions other than those mentioned above must be specially authorized by the director. Withdrawals of amounts are entered in the pass book by the postmaster, and the entries are attested in the same manner as those relating to deposits.

Deposits and withdrawals are entered in order one after the other. After each entry the amount due to the depositor is ascertained and repeated on the receipt or notice of withdrawal so that the entries on the pass book and those in the cashbook control each other. Once a year the depositor must forward his pass book to the director, through the intermediary of his post-office, in order that the interest due may be inserted in it.

Postmasters must forward to the director a daily statement of the deposits and withdrawals made at their offices. They must also, on the 1st, 11th, and 21st of each month, report to him the total amounts deposited and withdrawn since their last report. On the basis of these statements the balance of deposits to be handed over to the director is ascertained.

Statistics.—According to the report of the Netherlands postal savings bank for 1889, the number of accounts opened during that period was 54,477, as compared with 45,750 in the preceding year. The number of accounts closed in the course of 1889 reached 15,065, as against 13,014 in 1888, and the number of accounts opened at the close of 1889 was 241,175, this being an increase of 39,412 accounts, or 19.5 per cent over 1888.

In 1889 there were 56 depositors to every thousand inhabitants, as compared with 47 in 1888.

The number of deposits rose from 445,799 in 1888 to 504,933 in 1889. The total amount deposited from 9,282,802 florins 88 cents to 11,479,594 florins 9½ cents, and the average amount of each deposit from 20 florins 82½ cents to 22 florins 77½ cents.

The number of deposits effected by means of postage stamps increased by 0.7 per cent in 1889, whereas that of deposits of amounts below 10 florins decreased by 2.4 per cent.

The withdrawals were 155,325 (131,969 in 1888), amounting to 8,338,679 florins 76 cents (6,773,168 florins 93 cents in 1888). The average amount of each withdrawal was 53 florins 66½ cents (51 florins 32 cents in 1888).

In 1889 the interest accruing from the invested deposits was 544,419 florins 53 cents, while the interest allowed to depositors amounted to 398,535 florins 83 cents, thus leaving a surplus of 145,833 florins 70 cents, which exceeded the surplus of 1888 by 35,083 florins 64 cents. The average rate of interest yielded by the invested deposits was 3.34 per cent.

The cost of management was about 110,753 florins 17 cents, this being 0.63 per cent of the total amount on deposit, which was 17,522,911 florins 56 cents at the close of 1889, as against 13,980,411 florins 40 cents at the end of 1888.

FRANCE..

Postal savings banks were established by law of April 9, 1881. Before giving the provisions of this law, it may be of interest to give a brief account of the bill which served as its basis, and of the various stages through which it had to pass in the Chamber of Deputies and in the Senate.

In France the control and superintendence of the private savings banks devolves upon the State, which receives through the Caisse des Dépôts et Consignations the funds of the depositors, for which it is responsible and on which it pays interest. In all other respects the private savings banks have a separate and distinct existence, these banks as well as their agencies being established, not by the State, but by private persons, who also manage these institutions without any compensation.

Although these rules are the same throughout France, satisfactory results are only obtained in the large towns, whereas in the small towns and villages no banks can be established on account of the want of proper persons for the management of their business. The inhabitants of the latter places are therefore obliged to deposit their savings in savings banks established in more important localities at a distance of 20 and sometimes 30 kilometers from their place of residence. The limited number of days and hours, moreover, during which these banks are open for business constitutes an additional difficulty in the way of the practice of economy.

The inconveniences of this state of things were deeply felt, and petitions for their removal began to be sent in to the "Corps Législatif" of the Empire as early as 1853. These petitions had no effect, and, while innovations were introduced in Great

Britain and Belgium, renewed demands for the improvement of the system in France continued to be made in 1864. The petitions submitted during the latter year gave rise to a ministerial report pointing out the necessity of increasing the number of savings banks in the country.

New petitions made in 1869 were the subject of deliberations in the Senate, which were continued through several sessions. It appears that the senator who reported on the question agreed with the director-general of posts in stating that "it was impossible to establish postal savings banks in France." The discussion resulted in the return of the petition to the ministers of finance and of public works.

Although this discussion produced no practical result, another arose in 1875 on the same subject in the National Assembly, when a proposal was presented by three members to the effect that the entire legislation on savings banks should be remodeled. Instead of accepting this proposal, the committee intrusted with its consideration submitted a project leaving to the savings banks their organization, but granting them, among other facilities, the assistance of the tax collectors and postmasters of their respective districts. On the 23d of August, 1875, the President of the Republic issued a decree by which the desired assistance was granted. The measure, however, did not fulfill the expectations entertained regarding it, as out of 1,370 savings banks only 68 availed themselves of this assistance.

On the 7th of May, 1878, Mr. Arthur Le Grand introduced a resolution in the Chamber of Deputies for the introduction of postal savings banks, which at first was only supported by two of his colleagues. After long discussion a bill was passed by the Chamber of Deputies, and later by the Senate, establishing postal savings banks.

The law at present in force is as follows:

A public savings bank is established under the guarantee of the state. It is placed under the authority of the minister of posts and telegraphs, and will be known as the postal savings bank.

The French post-offices shall, by degrees, be called upon by ministerial orders to take part in the service of this bank.

Every depositor provided with a depositor's book may continue his deposits and effect his withdrawals at any French post-office duly organized as an agency of this bank.

The postal administration shall represent the state in its relations with the depositors.

The funds of the postal savings bank shall be paid in, in Paris, to the "caisse des dépôts et consignations;" in the departments, to the office of the treasurers-general and private receivers at the head of the "caisse des dépôts." They shall produce to the savings bank, from the day of deposit until, and not including, the day of withdrawal, interest at the rate of 3 francs 25 centimes per 100 francs.

Interest at the rate of 3 francs per 100 francs shall be paid to the depositors by the savings bank. This interest shall run from the 1st or 16th day of each month following the day of deposit. It shall cease to run on the 1st or 16th day of each month preceding the day of repayment. On the 31st December of each year the interest due shall be added to the principal, and shall itself bear interest. Fractions of francs shall bear no interest.

The rate of interest fixed can only be modified by law.

The cost of the management of the postal savings bank shall be defrayed out of the profit accruing from the same: 1st, from the difference between the interest received from the treasury and the interest paid to depositors; 2d, from the difference of interest produced by the dividends of the stocks purchased by the "caisse des dépôts et consignations," and the rate of 3 francs 25 centimes per 100 francs paid to the postal savings bank.

The postal administration shall open an account to every person by whom or in whose name deposits are made at a post-office. It shall issue free of charge a book in the name of the depositors, in which the deposits, the withdrawals, and the interest due shall be entered. No person can own more than one postal savings-bank book, on pain of forfeiting the interest on the sums entered on the second book and the books of a later date. If several books bear the same date, the interest on the deposits entered on these books shall be forfeited. Minors are allowed to open accounts without the interference of their legal representatives. They may withdraw from the bank without such interference, but only after having completed the sixteenth year of their age, the sums entered in the accounts thus opened, provided their is no opposition on the part of their legal representatives. Married women, no matter what the stipulations of their marriage contract, shall be allowed to open accounts without the concurrence of their husbands; they shall be allowed to withdraw without such concurrence the sums entered in the accounts thus opened, provided their is no opposition on the part of their husbands.

Every depositor whose credit shall be sufficient to purchase 10-franc Government securities at least, may cause this purchase to be effected, free of charge by the postal savings bank. Such purchase may exceed the sum of 10 francs, the amount of the credit permitting.

No deposit may amount to less than 1 franc. The account of any one depositor may not exceed 2,000 francs paid in as a whole or in several installments.

When the account, inclusive of interest, of a depositor shall exceed the sum of 2,000 francs, he shall be advised thereof by registered letter. If, within the three months following this advice the depositor shall not have reduced his credit, 20 francs' worth of Government securities shall be purchased for him officially, and free of charge. Interest shall cease to be paid to him on the amount in excess from the date of the advice until the day when the account is reduced.

When the depositor shall not have withdrawn the securities purchased for him, the savings bank shall collect the interest thereon, and shall enter it as a new deposit to the credit of the depositor.

The notice of withdrawal shall be given in advance, and repayment shall take place within a delay of eight days at the longest in continental France. Additional delays shall be fixed by decree for transactions necessitating the intervention of an office beyond continental France.

In case of "force majeure," the postal savings bank may, by special decrees, and with the consent of the council of state, be authorized only to effect the repayment of deposits in installments of 50 francs at the minimum, payable every fortnight.

Mutual benefit societies may be allowed to make deposits in the postal savings bank, and the credit of their accounts may reach the amount of 8,000 francs. Co-operative and other societies of a similar character shall be allowed to make their deposits on the same conditions, after having obtained authority from the minister.

The amount standing to the credit of an account which for 30 years has not given rise to any deposit, repayment, or any other transaction made at the request of the depositor, shall cease to bear interest and shall be repaid to the person entitled thereto. If the person entitled thereto can not be ascertained, or if for some reason the repayment can not be effected, the amount standing to his credit shall be converted into Government securities, which shall be consigned to the "caisse des dépôts et consignations." Government securities purchased either officially or at the request of the depositor and not withdrawn within a period of 30 years shall also be consigned to the "caisse des dépôts et consignations." In the case of investments made on the condition stipulated by the giver or testator that the owner shall only be allowed to dispose of them after a given period the delay of 30 years shall, by way of exception, only begin from such period. From the day of consignment until the day on which the depositors claim the Government security, payment of interest on the same is suspended. The balances left uninvested after the purchase of the security and the deposits which, on account of their insufficient amount, become the property of the savings bank. The savings bank is authorized to destroy all receipts and papers and all depositors' books which have more than 30 years' date.

Gifts and legacies may be made to the postal savings bank in accordance with the regulations therefor.

The postal savings bank shall possess a reserve fund which shall be formed:

(1) Out of the profit realized on the cost of management, when such cost does not reach the aggregate sum accruing from the difference of interest of 25 centimes set apart to cover this cost.

(2) Out of the gifts and legacies made to the savings bank.

(3) Out of the uninvested balances of deposits of which the savings bank shall become possessed.

(4) Out of the capitalization of the interest of these various funds remaining after the deductions authorized.

(5) Out of the difference of interest between the dividends of the stocks purchased and the rate of 3 francs and 25 centimes per 100 francs allowed to the postal savings banks, after the deduction authorized.

This reserve fund can only be diverted to other purposes by a law. The minister of posts and telegraphs shall every year make a report on the transactions of the postal savings bank. This report shall be published in the Journal Officiel.

Regulations of public administration shall determine the mode of controlling the postal savings bank.

The Caisse des Dépôts et Consignations shall invest all sums deposited by the postal saving-bank in French government securities. The difference of interest between the dividends of these securities and the rate of 3 francs 25 centimes per 100 francs paid to the postal savings bank shall accrue to the reserve fund, after deduction, if needful, of the sums necessary to cover the cost of management. Nevertheless, in order to meet the repayments which may be demanded, the Caisse des Dépôts et Consignations shall in its account current with the treasury, keep back a reserve of one-fifth of the payments made to it; but this reserve shall not exceed the amount of 100,000,000 francs.

The printed papers, written documents, and acts of all kinds necessary for the service of the postal savings bank shall be exempt from stamp and registry duty.

By a decree of the President of the Republic, subsequent to the above law, depositors may make use, for their deposits, of 5*d.* and 10 centime postage stamps to the minimum amount of 1 franc. Slips for this purpose are furnished free of charge by all post-offices.

Statistics for 1890 (latest obtainable).

Deposits:	
Number	1, 949, 371
Amount	frances.. 261, 999, 132. 15
Repayments:	
Number	738, 561
Amount	frances.. 191, 521, 015. 12

GREAT BRITAIN.

The postal savings bank service was established September 16, 1861. The principal features of the regulations governing the service are as follows:

Postal savings bank offices are open for the receipt and payment of money daily.

At these offices ordinary deposits of 1 shilling or any number of shillings will be received, subject to the limits of £30 in one year ending December 31, and £200 in all, inclusive of interest. A depositor may, not more than once in any savings-bank year, deposit money to replace money previously withdrawn in one entire sum during that year. In addition, deposits will be received for immediate investment in government stock and in connection with government insurance and annuities.

Any person desirous of saving 1 shilling by means of penny contributions for deposit in the postal savings bank may do so by purchasing with any penny so saved a penny stamp and affixing it to a form to be obtained at any post-office. Instructions as to this form are printed thereon.

On opening an account a person must state his Christian name or names and surname, occupation, and residence. He must also sign a declaration to the effect that he takes no benefit from any savings-bank account unless it be as personal representative of a deceased depositor or as a member of a friendly society. If such declaration or any part thereof is not true, the deposits will be liable to forfeiture.

Every deposit must be entered at the time in the depositor's book by the postmaster or other person receiving it, who must affix to the entry his signature and the stamp of his office.

In addition to the receipt in the book, the depositor will receive an acknowledgment by post from the savings bank department in London.

Interest at the rate of £2 10*s.* per cent per annum (which is at the rate of 6*d.* a year or one-half penny a calendar month for each complete pound) is allowed until the sum due to a depositor amounts to £200. When the balance declared on ordinary account, inclusive of accumulated interest and dividend, exceeds £200, no interest is allowed on the amount in excess of £200. The calculation of interest is made from the first day of the calendar month next following the day on which a pound has been deposited or completed up to the last day of the calendar month preceding the day on which a warrant for repayment is issued; and after each 31st day of December the interest is added to the principal.

When a depositor wishes to make a withdrawal from his account, he should fill up and forward to the savings bank department a notice of withdrawal, which he can obtain at any postal savings-bank office. He will then receive by post a warrant, which he should present, together with his book, at the post-office where payment is to be made, and the postmaster will take from the depositor a receipt on the warrant.

Statistics.—From the British postmaster-general's report for the fiscal year ended March 31, 1891, we gather the following:

The deposits in the post-office savings banks during the year numbered 8,776,566, amounting to £20,990,692, as against 8,101,120 and £19,814,308, the number and amount for the year 1889. The withdrawals were 2,892,006 in number, amounting in all to £17,908,860, showing an increase of 134,158 in number and of £1,094,592 in amount over the number and amount for 1889. As a net result of these transactions a total sum of £67,634,807, including interest, remained to the credit of depositors on the 31st of December, 1890, being an increase of £4,635,187 for the year as compared with an increase of £4,443,226 in 1889. The amount of interest to depositors was £1,553,355, or £110,169 more than in 1889.

The greatest number of deposits on one day was 61,494, amounting to £104,350, and made on the 1st of February, but the largest amount deposited on one day was £161,903, on the 1st of January. The greatest number of withdrawals on one day was 23,477, amounting to £88,789. The average amount of each deposit was £2 7*s.*

10d. as compared with £2 8s. 11d. in 1889. The average amount of each withdrawal increased to £6 3s. 10d. as compared with £6 1s. 11d. in 1889.

The number of accounts opened in 1890 was 997,283 and 677,778 were closed. The corresponding numbers for 1889 were, respectively, 924,010 and 637,128. The total number of accounts open at the end of the year was 4,827,314, or 319,506 more than in 1889, distributed as follows:

Divisions.	No.	Proportion to population.	Average balance due to each depositor.
England and Wales.....	4,456,086	1 to 7	£ s. d. 14 0 2
Scotland.....	172,438	1 24	8 13 10
Ireland.....	198,790	1 24	18 13 8
United Kingdom	4,827,314	1 8	14 0 3

In 1889 the proportion to population and the average balance were: In England and Wales, 1 in 7 and £13 19s. 5d.; in Scotland, 1 in 25 and £4 12s. 3d.; and in Ireland, 1 in 25 and £18 14s. 11d.; and in the United Kingdom, 1 in 8 and £13 19s. 6d.

The total number of post-offices open for the transaction of savings-bank business on the 31st December, 1890, was 9,681, or 328 more than in 1889, of which 283 were opened in England and Wales, 27 in Scotland, and 18 in Ireland.

The number of registered friendly societies authorized during the year to open accounts without limit as to amount in the post-office savings bank was 734, and the number of provident and charitable societies authorized to open accounts during the year was 2,412.

The funds of 275 penny banks were invested during 1890, as compared with 284 in 1889. Of the number last year 122 were connected with schools, of which 39 were board schools.

Being anxious to ascertain to what extent the public make use of the facility which permits a depositor in the post-office savings bank to deposit money in one locality and draw it out in another, I caused the accounts of 1890 to be analyzed, when it appeared that 29 per cent of the total number of transactions were dealt with in this way. The conclusion, therefore, is that the facility is appreciated by workmen and others whose circumstances require them to move frequently from place to place.

It is not so well known as it should be that any depositor may nominate a person or persons to whom his deposit may be paid at once at his decease, on production of evidence of death and of the identity of the nominee. Last year 6,180 of such nominations were made as compared with 5,946 in 1889, but these numbers are very small in proportion to the number of depositors, and it is to be regretted that so few persons avail themselves of this simple process for the disposition of their property.

I am glad to be able to report that employers of labor are encouraging the use of the post-office savings bank. In one case a firm awarded as a bonus among their work people £1,000, which was distributed amongst them and entrusted to the savings bank. In another case 1,700 work people belonging to one firm made deposits in one day.

The number of trustee savings banks closed during the year was 22, and deposits amounting to £525,410 were transferred to the post-office savings bank, together with £3,784 stock.

From other trustee banks a sum of £54,539 and £3,034 stock were also transferred while deposits amounting to £8,445 and £271 stock were transferred from the post-office savings bank.

The amount of government stock purchased in the year by depositors was £1,125,310 in 22,385 sums, an increase of £121,942 in amount and of 2,619 in the number of transactions. The amount of stock sold was £590,907 as compared with £685,359 in 1889. Only 28 "stock certificates" with coupons payable to bearer annexed were issued to depositors, but 204 transfers of stock were made to the names of the depositors in the books of the Bank of England. The number of stock accounts open at the end of 1890 was 57,063, consisting of £4,680,168 stock, showing an increase of 4,070 in number of accounts and of £504,534 in the amount of stock held.

I observe that 657 investments and 1,232 sales were of amounts under £10, and in one case a depositor was so foolish as to invest in consols and afterwards sell out a sum of 4 shillings only at an expense of 1s. 6d.

It is noticeable that even the small investors of the savings banks are influenced by the fluctuations in the prices of stock. In November last, when consols were as low as 93½ per cent, there were 1,930 investments, or about 500 more than in November, 1889.

ITALY.

Postal savings banks, under the guarantee of the state, were established by the law of May 27, 1875.

All Italian post-offices are authorized to receive deposits, and depositors' books are furnished free of charge.

No deposit can be less than 1 lire (=1 franc). From the day of the first deposit till the 31st December of the same year, the total amount to the credit of each depositor, i. e., the difference between the deposits and repayments, may not exceed 1,000 lire. In every succeeding year the deposits may be increased by the same amount, not including the increase by interest.

For deposits of less than 10 lire the postmaster who receives them enters his receipt with signature and stamp of his office in the depositor's book. For deposits exceeding 10 lire, an additional receipt is given by the minister of posts at Rome.

Deposits to the amount of 1 lire may be made by means of postage stamps of 5 and 10 centesimi, pasted on cards furnished by every post-office.

Interest is paid on deposits at the rate of 3.25 per cent.

Repayments may be made by any post-office on the production of the depositor's book.

Depositors may, at their request, have their deposits converted into Government stock free of charge.

Statistics for the period 1876-1888:

Year.	No. of de- posits.	No. of re- payments.	No. of books issued.	Amount of deposits.	Amount of repayments.
				<i>Lire.</i>	<i>Lire.</i>
1876.....	123,246	18,490	61,350	3,709,357	1,298,735
1877.....	208,652	64,801	62,215	9,358,648	5,458,786
1878.....	243,251	103,309	47,711	14,648,889	9,992,436
1879.....	417,483	168,059	87,307	33,564,370	19,246,288
1880.....	559,253	282,066	114,187	53,058,772	34,273,497
1881.....	748,898	362,317	143,410	71,235,783	52,569,552
1882.....	854,321	466,363	144,485	88,492,945	68,127,292
1883.....	1,305,743	570,408	249,741	105,582,729	81,724,111
1884.....	1,605,180	736,032	261,575	130,268,977	98,488,666
1885.....	1,744,109	883,670	284,619	142,655,716	119,663,636
1886.....	1,877,223	966,123	362,705	163,418,123	128,179,965
1887.....	1,920,545	1,069,193	288,925	159,417,724	146,250,099
1888.....	2,040,927	1,162,234	308,701	172,601,007	156,274,066
1889.....	2,106,359	1,240,690	307,373	181,328,717	168,558,979
Total.....	15,755,160	8,094,655	2,764,464	1,324,341,755	1,090,506,115

SWEDEN.

Postal savings banks were established by royal decree (approved by the Swedish Parliament of June 22, 1883), and went into operation January 1, 1884.

The minimum amount of a deposit is fixed at 1 crown. No fractions of a crown are allowed in deposits exceeding this minimum amount. In order to facilitate the deposit of savings which do not reach a full crown, savings stamps of the value of 10 ore per stamp, as well as savings forms, are issued by the post-office. The savings stamps have been prepared specially for the purposes of the post-office savings banks and are of the same size as the Swedish postage stamps. Savings stamps up to the value of 150 crowns may be supplied on credit, for sale, to private agents, without the latter being obliged to give the direction of the post-office savings bank any security. The savings forms, which are divided into ten compartments, each for one stamp, are issued free of charge, if a savings stamp is affixed to them at once. When each of the ten compartments contains a stamp, the form is received by the post-office savings bank as a deposit in ready money.

A deposit book is given free of charge to each depositor, together with some receipt forms to be used in case of withdrawals. The deposit book must contain the printed regulations of the post-office savings bank.

For the purpose of acknowledging the receipt of deposits, the Swedish post-office savings bank has adopted the system of coupon receipts of the following values: 1 crown, 2 crowns, 5 crowns, 10, 20, 50, 100 crowns. These receipts are of different colors, and the value is printed thereon. The receiving officer has to acknowledge the receipt of each deposit by pasting onto the leaves of the depositor's book as many coupons as are required to represent the amount paid in, and by providing each separate coupon with his signature and the impression of the date stamp of his office. The number of coupons used in each case must be as small as possible, and the coupon representing the highest amount must be pasted on first.

The rate of interest is fixed, for the present, at 3.610 per cent per annum. A change in this rate can only be made by royal decree. At the close of each calendar year the interest is added to the principal; from the beginning of the following year interest is allowed on the total amount on deposit, with the exception of the fractional parts of a crown. No interest is allowed on that part of a deposit which exceeds 1,000 crowns.

If a depositor wishes to withdraw either the whole or part of his deposits, he must give notice thereof in writing to the local post-office, must present his deposit book, and state the name of the post-office by which he wishes the repayment to be made. The local office then delivers to the depositor an acknowledgment of receipt of the notice of withdrawal. The repayment of the amount only takes place on authorization, which must be applied for, from the direction of the post-office savings bank.

Deposits can, at the desire of the depositor, be invested in stocks, for which no commission is charged.

The funds deposited are, in so far as they are not needed to meet the current expenses, placed at interest in the Royal Swedish Bank. That portion of the funds which is not required for the repayment of deposits is invested in Swedish Government stocks or in securities issued by a Swedish mortgage bank.

The management of the Swedish post-office savings bank is in the hands of a board of directors, which consists of the director-general of posts, who is the president, and four members, viz, the chief clerk of the post-office department, and three members, one of which is especially appointed by the King, and one a clerk of the Royal Swedish Bank, and one a clerk in the office of the public debt.

The Royal Swedish bank undertakes the purchase and safe custody of the securities and funds of the post-office savings bank.

A special commission is allowed the Swedish postal officers for their coöperation in the post-office savings-bank business. This commission is at the rate of 2 öre per deposit, and is due to the officer who gives the receipt for the same. An allowance of 0.110 per cent on all deposits paid in at their offices and booked at the central office of accounts has, in addition, been granted to the postmasters. In this case, however, amounts below 10 crowns are not taken into account.

Statistics.

Year.	Deposits.		Withdrawals.		Cost of service.
	No.	Amount.	No.	Amount.	
1889	238, 013	<i>Crowns.</i> 5, 718, 851	44, 737	<i>Crowns.</i> 2, 101, 965	<i>Crowns.</i> 73, 827
1890	276, 423	7, 671, 711	53, 303	3, 517, 181	85, 490

AUSTRIA.

Postal savings banks were established January 12, 1883. The post-office savings banks are guaranteed by the state, and are under the superintendence of the postal administration. The management of the bank is in the hands of a board of controllers appointed by the minister of commerce. Depositors are furnished, free of charge, with depositors' books.

The deposits are productive of interest in the following manner: Purchase of, and loans on, Austrian Government securities; loans on mortgage; and loans to communes. The rate of interest on deposits is 3 per cent and the maximum amount standing to the credit of a depositor is fixed at 1,000 florins.

Statistics for 1890 (latest obtainable).

Depositors	63, 775
Deposits:	
Number	1, 277, 805
Amount	21, 048, 027. 44 florins..
Repayments:	
Number	428, 909
Amount	18, 197, 149. 21 florins..

HUNGARY.

The law establishing postal savings banks bears the date of May 11, 1885, and the service went into operation on the 1st of February, 1886.

The postal savings bank, whose central administration is at Buda-Pesth, is under the guarantee and management of the state, and is subordinate to the ministry of public works and communications. The immediate direction of this bank is in the hands of a director, who is assisted by a council of seven members.

The business of the post-office savings bank is transmitted through those post-offices which have been designated for that purpose by the minister.

Deposit books and certificates of investment, as well as all forms used by depositors in their transactions with the post-office savings bank, are supplied by the post-offices free of charge.

The minimum amount of a single deposit is 50 kreutzers. This amount may be paid in by means of forms provided with an embossed 5-kreutzer postage stamp, on which the remaining 45 kreutzers may be made up by means of postage stamps of the value of 5, 10, and 20 kreutzers, which are to be affixed to these forms.

Interest at the rate of 3.6 per cent is allowed on deposits. This rate of interest may only be reduced by a new law, but the minister is empowered to increase this rate and reduce the increased rate to the 3.6 per cent on his own authority. No interest is allowed on amounts of less than 1 florin.

When the amount standing to the credit of a depositor exceeds 1,000 florins the depositor is requested to withdraw his deposits within thirty days from the date of the request. If the request is not complied with the amount in excess of 1,000 florins is invested in Government securities.

Repayments of the whole or part of deposits are only made on previous notice given in writing. These notices must be addressed either direct to the post-office savings bank or to the office by which the deposit book was issued. This applies, however, only to amounts exceeding 25 florins. Any amount below 25 florins is paid at once by the post-office.

All letters and parcel-post articles sent on savings-bank business by the post-office savings bank and its agencies (the post-office) to depositors, and vice versa, are forwarded free of postage.

The amount of the deposits not required to meet current expenses is placed out at interest and invested in Hungarian Government stock and Government lottery bonds bearing interest, as well as in mortgage bonds to be designated by the minister. The revenue derived from these securities is employed in paying the interest on deposits, in defraying the cost of management, and all other expenses.

A reserve fund is formed by means of the lapsed deposits and the excess of revenue remaining after the payment of interest on deposits and of the cost of management. The object of this fund, which may not exceed 1,000,000 florins, is to cover any losses which may arise; it is the property of the state, and must be placed out at interest.

The entire management of the post-office savings bank is under the control of the minister of public works and communications, whilst the accounts of the bank are audited by the head of the Government office of accounts.

RUSSIA.

The establishment of postal and telegraph savings banks in Russia was sanctioned by an imperial decree of the 26th of July (7th of August), 1889. These banks will carry on business in cooperation with the existing savings banks of the imperial bank under regulations the principal of which are given below.

The management of the savings banks of the imperial bank shall, with the approval of the manager of the imperial bank, be intrusted to the postal administration at any place where the chief postal and telegraph administration shall consider this measure as necessary.

The minister of the interior is, with the approval of the minister of finances and of the imperial comptroller, empowered to issue regulations for the management of the postal and telegraph savings bank, and, if necessary, to fix the amount of the funds to be placed at the disposal of these banks.

In order to control the amount of the deposits the minister of the interior may, with the approval of the minister of finances, issue savings stamps, the designs of which shall be submitted to the managing senate for publication.

The minimum amount of a deposit is fixed at 25 kopeks and the maximum amount standing to the credit of any depositor at 1,000 rubles.

The deposits paid in to the postal and telegraph savings banks shall enjoy all the privileges granted with regard to the deposits in the savings banks of the imperial bank.

The commission paid to postal and telegraph officers for the management of the savings banks shall be defrayed out of the total profit of the savings banks of the imperial bank. This commission amounts to 10 kopeks for each new deposit book issued, 10 kopeks for each amount of 100 rubles deposited, and 10 kopeks at the close of the year for every account that has been open for not less than one year. The amount of commission paid to each postal and telegraph savings bank may not be less than 50 rubles per annum.

The commission paid to the employes of the savings banks of the imperial bank shall be defrayed out of the total profits of the savings banks of this bank. It shall not exceed one-half of the amounts fixed for the officers of the postal and telegraph savings banks.

The deposit books and all other forms are exempt from stamp duty.

The correspondence exchanged between the postal and telegraph savings banks, as well as with the savings banks of the imperial bank, is forwarded free of postage.

FINLAND.

The post-office savings bank was instituted in the Grand Duchy of Finland by an imperial decree of May 24, 1886, and began its business on the 1st of January, 1887.

The management of the post-office savings bank is intrusted to a directory composed of three members, viz, the director-general of posts, chairman, and two other members, one of whom is selected from among the directors of the state treasury, whose business it is to invest in government stock that part of the savings banks deposits which may be designated for this purpose by the director of the bank.

Deposits and withdrawals may be made at any post-office or postal agency, and at any postal station specially empowered to transact savings-bank business.

The commission allowed to postal officers for their coöperation in the savings-bank business is 3 penni for each deposit, and 0.1 per cent on the amount of each transaction.

In order to encourage the saving of amounts below 1 mark, savings stamps of the value of 1 penni are sold to the public. These stamps must be affixed to a form which, as soon as it contains ten stamps, will be accepted in the stead of cash. Savings stamps can be purchased not only at post-offices, but also from a great number of private individuals authorized by the bank directors to sell such stamps.

The minimum amount of a deposit is 1 mark (= 1 franc), and the maximum amount which may be deposited in the course of one year to the credit of one and the same account is 1,000 marks.

The revenue of the savings bank consists in the difference between the interest accruing from the invested deposits and that allowed to the depositors at the rate of 3 per cent.

Statistics.—The number of depositors has been very considerable from the outset, as may be seen from the following statement:

Year.	Deposits.		Withdrawals.	
	No.	Amount.	No.	Amount.
		Marks.		Marks.
1887.....	21,859	433,684	1,147	100,994
1888.....	25,372	622,496	3,108	263,665
1889.....	31,204	764,309	4,796	398,629

The average amount of each deposit has been 22.72, and that of each withdrawal 85.38 marks.

At the close of 1889 the number of accounts open was 20,162 (as against 14,056 in 1888, and 8,718 in 1887), and the amount standing to the credit of the same reached 1,101,897 marks (as compared with 710,905 marks in 1888, and 338,315 marks in 1887). Of the accounts open at the close of 1889, 3,271 were in the names of minors below the age of 15.

In 1889 the revenue amounted to 16,935 marks (10,802 marks in 1888, and 1,639 marks in 1887), and the expenditure to 29,558 marks (24,335 marks in 1888, and 20,556 marks in 1887).

At the close of 1889 the number of agencies for the sale of savings stamps was 1,027 (645 of which were private agencies), and the amount of deposits by means of savings stamps amounted in 1889 to 19,200 marks (as against 13,600 marks in 1888, and 15,400 marks in 1887).

[From the Liverpool Daily Post, February 24, 1892.]

The services of the post-office savings bank in the promotion of thrift are universally known, and the fact that the department affords special facilities for the saving of single pennies, no less readily than for the investment of hundreds of pounds in the funds, shows how all-embracing is its scheme for helping the people to help themselves. The manner in which the heads of the department have come forward with a view to catching the school pence which have been set free by the adoption of free education goes very far toward refuting the charge of slowness to introduce improvements which is sometimes brought against the authorities of St. Martin's le Grand. In Liverpool the strong position and great popularity of the trustee savings bank has prevented the advantages offered by the postal department from being so freely made use of as elsewhere, but the case stands differently in most of the large towns of the country, and the novel method of collecting penny savings, which has recently been introduced for the benefit of schools, will no doubt greatly extend the popularity of the department.

Under the new scheme the difficulty experienced by the children in procuring forms and opening accounts at the several post-offices are entirely done away with. Forms for attaching postage stamps, as introduced during the postmaster generalship of the late Mr. Fawcett, are supplied to each school applying for them, bearing the name of the school, with a space wherein to write the name of the scholar, and envelopes similarly indorsed are provided wherein to keep the slips. A supply of stamps, up to the limit of £5, is supplied on credit to the schoolmaster, on the guaranty of two responsible householders, and these he sells to the scholars as required. They are then affixed to the forms, which are taken home to the parents as evidence that the school pence have been properly applied, after which they are usually returned for safe-keeping to the master. At certain intervals, monthly or quarterly, as may be arranged, a clerk attends at the school from the nearest post-office, and receives all the filled-up stamp slips, opening accounts in the children's names in the post-office savings bank, in which they henceforth become depositors. At every visit of the clerk the slips filled up in the meantime are credited to the savings-bank accounts of the children to whom they belong, and as soon as a pound has been accumulated the interest at the rate of 6d. in the pound begins to run. Thus by this simple machinery all the labor and account-keeping of a penny bank are done away with, and the children become savings-bank depositors in a manner which may almost be termed automatic. The scheme is as feasible as simple, and deserves the warm support of school managers and teachers generally, for the pence thus easily laid aside and "saved up" may be the nucleus upon which in ripper years the youthful practitioner of thrift may found a fortune.

Appendix K.

ALLEGED VIOLATIONS OF THE CIVIL-SERVICE LAW AT BALTIMORE.

[Report No. 1669, Fifty-second Congress, first session.]

[June 22, 1892.—Referred to the House Calendar and ordered to be printed.]

Mr. Boatner, from the Select Committee on Reform in the Civil Service, submitted the following report to accompany *Mis. Doc.* 289.

The Select Committee on Reform in the Civil Service beg leave to report to the House upon the following resolution, which passed the House on April 19, 1892:

“APRIL 19, 1892.

“Whereas in May, 1891, Mr. Theodore Roosevelt, Civil Service Commissioner, after a careful and extensive investigation concerning political assessments and the use of official influence in the Federal offices to control elections in Baltimore, reported to the United States Civil Service Commission the following conclusions:

“1. That a number of Federal officeholders took an active part in the primary elections of the Republican party.

“2. That considerable sums of money were raised by the officials, partly contributed by themselves and partly by their fellow-officials, and were spent by certain of their number, chosen for the purpose, in paying the political expenses in these elections.

“3. That certain of these officials, by their own testimony, admitted that they had violated the statutes of the United States touching the civil service, the punishment upon conviction of said violations, being dismissal from office and fine and imprisonment;” and

“Whereas, in view of these violations of law, Commissioner Roosevelt recommended the removal of certain officials specified by him as guilty of such violations of law, and his findings and recommendations were concurred in by the whole Commission in a report addressed to the President; and

“Whereas resolutions have recently been adopted by the Civil Service Reform Association of Maryland, calling attention to the fact that, so far as is known to the public, no official action whatever has been taken in consequence of this report:

“Resolved, That the Select Committee on Reform in the Civil Service is hereby directed to investigate and report to the House: (1) Whether all or any of the officials found by the investigation and report of the Civil Service Commission to have violated the law are still in office; (2) whether any of such officials have been indicted or proceeded against in the courts on account of such alleged violation of the law.

“The said committee shall have authority to sit during the session of the House, to send for persons and papers, to administer oaths, and to report to the House at any time.

“The expenses of this inquiry shall be paid out of the contingent fund of the House, and vouchers approved by the chairman of said committee.

“Attest:

“JAMES KERR, Clerk.

“T. O. TOWLES, Chief Clerk.”

Your committee, in making the investigation directed by the foregoing resolutions, invited the Postmaster-General, the Secretary of the Treasury, the Attorney-General, and Mr. Theodore Roosevelt of the Civil Service Commission to appear and state such facts pertinent thereto as were within their knowledge. They appeared and made statements, which are severally printed as a part of this report.

The report of the Civil Service Commission referred to in the resolution charged certain employes of the Baltimore post-office and custom-house with violations of sections 11, 12, 13, and 14 of "An act to regulate and improve the civil service of the United States," approved January 16, 1883, and of General Civil Service Rule No. 1, established and promulgated by the President pursuant to the provisions of the act. The sections and rule read as follows:

"SEC. 11. That no Senator, or Representative, or Territorial Delegate of the Congress, or Senator, Representative, or Delegate elect, or any officer or employé of either of said Houses, and no executive, judicial, military, or naval officer of the United States, and no clerk or employé of any Department, branch, or bureau of the executive, judicial, or military or naval service of the United States shall, directly or indirectly, solicit or receive, or be in any manner concerned in soliciting or receiving, any assessment, subscription, or contribution for any political purpose whatever, from any officer, clerk, or employé of the United States, or any Department, branch, or bureau thereof, or from any person receiving any salary or compensation from moneys derived from the Treasury of the United States.

"SEC. 12. That no person shall, in any room or building occupied in the discharge of official duties by any officer or employé of the United States mentioned in this act, or in any navy-yard, fort, or arsenal, solicit in any manner whatever, or receive any contribution of money or any other thing of value for any political purpose whatever.

"SEC. 13. No officer or employé of the United States mentioned in this act shall discharge, or promote, or degrade, or in manner change the official rank or compensation of any other officer or employé, or promise or threaten so to do, for giving or withholding or neglecting to make any contribution of money or other valuable thing for any political purpose.

"SEC. 14. That no officer, clerk, or other person in the service of the United States shall, directly or indirectly, give or hand over to any other officer, clerk, or person in the service of the United States, or to any Senator or Member of the House of Representatives, or Territorial Delegate, any money or other valuable thing on account of or to be applied to the promotion of any political object whatever.

GENERAL RULE, I.

"Any officer in the executive civil service who shall use his official authority or influence for the purpose of interfering with an election or controlling the result thereof; or who shall dismiss, or cause to be dismissed, or use influence of any kind to procure the dismissal of, any person from any place in the said service, because such person has refused to be coerced in his political action, or has refused to contribute money for political purposes, or has refused to render political service; and any officer, clerk, or other employé in the executive civil service, who shall willfully violate any of these rules, or any of the provisions of sections 11, 12, 13, and 14 of the act entitled "An act to regulate and improve the civil service of the United States," approved January 16, 1883, shall be dismissed from office."

In addition to the penalty of dismissal from the service provided by the rule above quoted for violation of these sections of the law, the fifteenth section of the act provides—

"That any person who shall be guilty of violating any provision of the four foregoing sections shall be deemed guilty of a misdemeanor, and shall, on conviction thereof, be punished by a fine not exceeding five thousand dollars, or by imprisonment for a term not exceeding three years, or by such fine and imprisonment both, in the discretion of the court."

The Postmaster-General declared that none of the persons whose dismissal from office had been recommended by the Civil Service Commission for violation of the foregoing provisions of law had been dismissed or prosecuted, and gives as his reason for retaining them in the service that soon after receiving a copy of the report of the Civil Service Commission—

"The postmaster of the city of Baltimore called upon me and protested against the injustice that had been done him and his force by the Civil Service Commission in holding the investigation without giving him notice and in the manner in which they conducted it, refusing to allow the men whose alleged offenses were being inquired into to have anyone present to represent them, characterizing it as a star-chamber investigation, and asking the Post-Office Department to give the men an opportunity to be heard in their behalf."

The Postmaster-General says further:

"After listening to what the postmaster had to say I believed that justice to these men called for a hearing of their case, and I directed an investigation to be made by the post-office inspectors. The board of inquiry was ordered to proceed to Balti-

more. It was composed of men appointed under the civil-service rules, who were to give public notice in the newspapers asking for evidence from any and all sources, to put the men under oath, and seek in every way to get the whole truth. Those inspectors made a report to the Department in which they declared: 'After hearing the evidence from all the witnesses and from the accused, and giving the whole subject thoughtful study and consideration, we are of the opinion that the facts do not justify the dismissal of the twenty-one men, or of anyone, for violation of the civil-service law, as charged.' On that report no order has been issued for the dismissal of any person."

From subsequent statements of the Postmaster-General it appears that he did not dismiss the parties charged with violation of the law on the following inconsistent and contradictory grounds:

(1) The testimony of the men given before the Civil Service Commission was not fairly reported, the examiners frequently answering their own questions and having the answers taken down as if given by the witnesses. The questions asked were leading, and the men were not allowed to explain nor to have the assistance of counsel.

(2) The men were not under oath, hence acknowledgments of guilt were not reliable and presumably required corroboration.

(3) The men made no acknowledgments of guilt.

(4) The men denied under oath the acknowledgments they had made.

(5) The men did not violate the law. The contributions proved to have been made were to pay the expenses of a primary election and therefore not within the prohibition of the law, and in this he says he is confirmed by the opinion of the Assistant Attorney-General for the Post-Office Department.

(6) And finally, that the men being innocent have been sufficiently punished by having charges made against them.

It is singular that the Postmaster-General should have indorsed the idea that men charged with violation of the civil-service law were entitled to notice before any inquiry as to their guilt was entered upon and that they were entitled to the assistance of counsel in the investigation. The rule prescribing that any employé found guilty of having violated the civil-service law shall be dismissed, certainly did not contemplate a regular trial and conviction for such an offense, because such a construction would practically destroy the authority of the removing officer and render it necessary that the party accused should have been convicted under section 15 of the law before his removal could be effected.

The rule is evidently a provision entirely independent of section 15 and established for the purpose of giving a prompt and efficient enforcement of the law. The removal of an employé under General Rule No. 1 would not interfere with or prevent his prosecution or conviction under section 15, to which the objections of the Postmaster-General would be entirely applicable, it being clear that a party could not be convicted of the misdemeanor referred to in the act except on indictment and presentment and by the verdict of a jury.

The examination of the testimony taken by the inspectors, and upon which the Postmaster-General claims to have acted, shows that neither their conclusions nor his are supported by the statements of the parties implicated. On the contrary, the testimony reported by the inspectors confirms and corroborates fully that taken by the Civil Service Commission. Substantially the same facts, admitted by the parties before the Commission, were sworn to before the inspectors, and the severe strictures and criticisms which the inspectors passed on the work of Mr. Roosevelt in making the investigation are not borne out by any facts stated by the witnesses on that examination.

The acceptance by the Postmaster-General, without further investigation or inquiry, of the report of the inspectors, which, if true, convicted the Civil Service Commissioners of the greatest official misconduct and most dishonorable practices is, to say the least, extraordinary. The charge that the testimony of the witnesses had been incorrectly reported in the Commissioners' investigation could easily have been tested by calling the stenographers who reported that testimony. It appears that they were gentlemen of high character, who had no motive to report the testimony incorrectly, that they transcribed it as published by the Commission without the alteration of their original notes, and that no interpolations of any character have been made in these original transcriptions, which were submitted to and examined by the committee.

The comparison of the testimony reported by the inspectors with that of the Commission shows that the denials upon which the Postmaster-General appears to have laid such stress were made by witnesses who admit that they testified falsely in some matters before the Commission, and therefore their assertions that portions of their testimony are incorrectly reported are entitled to no weight whatever. The complaint of the postmaster at Baltimore that he was incorrectly reported falls, when it appears that the testimony was submitted to him before publication and that he made no change or alteration.

The replies of the Postmaster-General to many of the questions propounded by your committee were evasive, and utterly inconsistent with the evidence on which he claims to have acted. In his first examination before your committee he made use of the following language. Referring to the post-office inspectors, he said:

"I may also add, further, that they based their opinion in part upon the nature of the election; that it was not a national election, nor a city, nor county election, but it was for a convention for making new rules for the Republican party. I do not know whether that is good ground or not, but that was one of the claims that was made, that this was not a regular election in which any candidates were to be elected, or anything of that kind, and on that point they have been confirmed by the opinion of the Assistant Attorney-General of the Post-Office Department and by other authorities."

It appears upon subsequent examination that this opinion of the Assistant Attorney-General was a verbal opinion, and although requested to furnish it to the committee he has up to this time failed to do so. The correspondence on this subject will be found on pages — of this report, and will show how the Postmaster-General failed to furnish the committee with any evidence in support of this statement. On his second examination he was asked:

"Q. Have you the opinion, in writing, of the Assistant Attorney-General for the Post-Office Department as to whether these acts, if true, are in violation of the civil-service law?—A. No, sir; I have not. That was merely his opinion, submitted, as I stated here before, informally. I have no written opinion from him, but I can get it if you desire. He simply stated to me incidentally, as I might ask Mr. Andrew about the weather."

Your committee doubts very much if any reputable attorney would risk his reputation by giving any such opinion.

The garbled statement of the evidence taken before the inspectors, furnished by the Postmaster-General, shows the desperate straits to which he is driven in the attempt to sustain the action of his inspectors and his own. Thus, in giving the testimony of John A. Bell, with respect to money received from Gladfelter, "that it was handed to him somewhere around the post-office building," he neglects to state that Gladfelter testified that he contributed the money in question to Bell while in the building, and that this statement is not denied by Bell. Gladfelter, while under examination before the inspectors on this subject, referring to the \$5 which Gladfelter had just admitted he had contributed, testified as follows:

"Q. Did you instruct him what club that was to go to?—A. No, sir; but I thought it was perfectly understood.

"Q. What did you say to him when you gave it to him?—A. The only thing I said was, "Here is \$5, Mr. Bell, that I contribute towards this election."

"Q. And that is all the conversation that occurred between you and him about the matter?—A. Yes, sir."

This testimony conclusively convicts both Gladfelter and Bell, both being employes receiving a salary from the United States, one contributing in a public building and the other receiving a contribution from a fellow-employe in a public building for a political purpose, all prohibited by sections of the civil-service law which have been quoted.

The testimony of E. D. C. Bond, D. W. Pheltz, E. Gladfelter, John A. Bell, J. B. Tweddle, Henry L. Theiss, James Wilson, Charles G. Smith, Charles W. Hammell, J. N. Richardson, W. P. Birmingham, O. W. Gibson, Kimball, Sultzzer, Pensley, and Holtz, taken before the inspectors and reported pages 66 *et seq.* of the appendix to this report, shows that all these parties were guilty of violations of the civil-service law.

The excuses which they attempted to make are transparent evasions, and if recognized by the authorities as sufficient would nullify the law. When compared with the testimony reported by Mr. Roosevelt, the differences are found to be very slight. The examination before the inspectors was conducted by two lawyers, one representing the postmaster at Baltimore and the other the men accused. The questions propounded were in most instances grossly leading, and informed the witnesses exactly the nature of the answers desired. The inspectors do not appear to have interposed any objection whatever to this mode of investigation, and the whole proceeding shows conclusively that it was organized for the purpose of exonerating the parties if possible. The fact that the men substantially reiterated the acts which they had confessed to Mr. Roosevelt renders it perfectly certain that they have been committed. Had the Postmaster-General been able to show that he had been advised by the Department of Justice that the law did not apply to contributions for political primaries, or had he frankly declared his belief that the men violated the law in ignorance of its provisions, or that he was invested with a discretionary power not to execute the law and had exercised his discretion in refusing to remove these men, there might have been some excuse for his failure to do so, but on the ground stated by him his action indicates either a determination not to enforce the law or negligence therein to the last degree.

We therefore find that the report of the Civil Service Commission, recommending the removal of certain employes in the post-office at Baltimore was well founded, that the postmaster at Baltimore has not removed any of these parties, substantially by direction of the Postmaster-General; that the report of the inspectors upon which they were retained, is unsupported by the evidence taken by themselves, and indicates either complete ignorance of the provisions of the civil-service law or a determination that in this particular case their violation should not be punished.

The Secretary of the Treasury frankly admitted that his attention had not been called to the report of the Civil Service Commission until the resolution under which this investigation is made was adopted, and that he had construed the recommendation of the Civil Service Commission in regard to the men in the customs service as not requiring their dismissal, and that a reprimand was sufficient punishment.

Your committee report, therefore, that all or nearly all of the officials found by the investigation and report of the Civil Service Commission to have violated the law are still in office, and that none of them have been removed for such violations of law, and also that none of such officials have been indicted or proceeded against in the courts on account of such violation of law.

VIEWS OF THE MINORITY.

In the matter of the alleged violations of the civil-service law by employes of the post-office and others at Baltimore, the undersigned members of the Select Committee on Reform in the Civil Service submit to the House the views of the minority upon the resolution which passed the House of Representatives April 19, 1892.

The only matter submitted to the committee, and upon which a report was ordered, is distinctly designated in the resolution, viz:

Resolved, That the Select Committee on Reform in the Civil Service is hereby directed to investigate and report to the House—

"First. Whether all or any of the officials found by the investigation and report of the Civil Service Commission to have violated the law are still in office.

"Second. Whether any of such officials have been indicted or proceeded against in the courts on account of such alleged violation of the law."

Upon entering upon the examination it appeared almost immediately that none of the accused parties had been dismissed, none had been indicted, nor had proceedings against them been taken in the courts, and the minority of the committee so report.

Here the inquiry within the scope of the resolution should have terminated, and the result been reported to the House and submitted to it for such action as it might have chosen to take in regard to further investigation. But the majority of the committee saw fit to disregard the plain instructions of the resolution and incurred a considerable expense by extending the inquiry to the merits or demerits of the original recommendation of the Civil Service Commission in its report to the President, and further to make inquiry into the reasons of the Postmaster-General, the Secretary of the Treasury, and the Attorney-General for having taken no action in conformity with the recommendations of the report.

That portion of the majority report which deals with matters outside the authority conferred by the resolution under which the committee acted, and which presumes to inquire into the comparative trustworthiness and fidelity of eminent officers of the Government, in the opinion of the minority of the committee is altogether gratuitous, impertinent, and scandalous.

The motives which actuated the majority in thus exploiting their views, and their censures in relation to matters with which they were not charged, are not, for parliamentary reasons, proper subjects for question or discussion. It is not permissible to say that they were inspired by a desire to manufacture capital for campaign purposes, by wanton censure of a public officer of the opposite political party, and yet the minority are unable to discover any other motive for so flagrant a disregard of the clearly expressed scope of the inquiry.

The majority seemed so eager to go when they were not called, and to undertake duties with which they were not charged, that they well-nigh overlooked the simple inquiries they were authorized to make.

The report, as adopted by the majority, contained no information on the following vital points of the inquiry, viz, whether any post-office employes had been indicted or proceeded against in the courts, and whether the employes in the Treasury and judicial departments named in the report of the Civil Service Commission were still in office or whether they had been indicted or proceeded against in the courts. And not until the attention of the majority was directed to the omission by one of the minority, after the report had been adopted, was the omission supplied.

When it appeared that the testimony taken by the officers of the Post-Office Department was material to a correct understanding of the action of the men whose course had been the subject of complaint, the committee failed to have that testi-

mony printed, and thus deprived not only the House, but the committee itself, of the opportunity to compare the sworn testimony of the accused parties with their statements made to the member of the Civil Service Commission who conducted the original investigation. This evidence, which is thus made practically unavailable, is the testimony not only of the accused parties, but also of everyone having any knowledge whatever of the alleged transactions which are the subject of complaint. That such evidence was material to a correct understanding of the question which had been elaborated by the majority report must at once be admitted. Further, although a subcommittee was appointed to prepare and submit a report to the full committee, no meeting of the subcommittee was ever called; or, if called, the minority of the committee was denied the courtesy of a notification of such meeting.

Again, such was the anxiety of the majority of the committee that the report which was made should meet the exigencies of the situation that it prepared its findings without waiting to examine Mr. Rose, of Baltimore, the gentleman at whose instance the investigation had been made, and who had been requested to appear before the committee.

Undue haste was also practiced by the committee in not waiting for the opinion of the Assistant Attorney-General for the Post-Office Department upon important points raised in reference to the scope of the civil-service law and the obligations of the heads of departments in regard to its execution, which the Postmaster-General had been requested to furnish for the information of the committee, and which opinion is now submitted as a part of this minority report. Had the majority waited for the opinion of the Assistant Attorney-General, it is possible that it might have been saved from some of the blunders it has made in its attempt to bring discredit upon the administration of the Post-Office Department.

The prompt action of Mr. Roosevelt, of the Civil Service Commission, in prosecuting the inquiry in regard to supposed violations of the law at Baltimore, is in marked contrast with the course pursued under a previous administration of that Department. That he had in mind the influences which had for many years been prevalent in that city under Democratic auspices is quite probable. Mr. Roosevelt draws this "etching" of the situation:

"Under the last administration the Baltimore post-office, both under Mr. Veazy and Mr. Brown, was, without doubt, used as a machine in the interest of the Democratic party. Large campaign funds were raised among the employes of the post-office at every election. A clean sweep was made of the Republican employes, 96 per cent of them being turned out. Their places were supplied exclusively by Democrats, in the classified no less than in the unclassified service, most of the appointees thus obtaining positions being Democratic ward workers. Mr. Veazy, the first Democratic postmaster, did not obey the law at all, and, indeed, made no pretense of so doing, while his successor, Mr. Brown, made a practically clean sweep of the Republican employes in his office."

This having been the condition of affairs under a Democratic administration it is not surprising that the Commissioner should have anticipated that in the heat of the contest over the reorganization of the Republican party, within the party, some of the bad influences so vividly portrayed might have an effect upon the conduct of Republican officials.

It was perhaps for this reason that, with a zeal which has no parallel in the action of previous Commissioners, on the morning of the day on which the primaries were to be held, upon receipt of a telegram from Mr. Rose, a member of the Civil Service Association of Baltimore, he proceeded at once to that city, secured his counsel and stenographer, called many witnesses before him, so that it was thoroughly understood that he was present to prevent, so far as possible, the undue participation of officeholders in that election, and completed his arduous labors for the day by personally visiting the precincts where those officeholders who had made his acquaintance earlier in the day might be supposed to be most active. That the presence of the Commissioner had its effect there can be no doubt, as he states that certain Government employes made themselves less conspicuous at the primaries when it was known that the Commissioner was present.

The result of the investigation by the Commission is embodied in this report. As to the general conduct of the post-office at Baltimore by Postmaster Johnson, he says:

"In the classified service Mr. Johnson has changed about 30 per cent of the force, only half of the Democrats who were in when he took office being there now. He has, however, filed reasons for the dismissals, and there can be no question that in at least a very large number of cases his reasons were perfectly good. Unquestionably he received the office in a greatly demoralized condition from the hands of his predecessor, Mr. Brown, who had received it in still worse order from Mr. Veazy. Many of the men who Mr. Johnson found there he could not allow to stay if he wished to have good work done."

So far this is corroborative of the claim of the Postmaster-General that under his administration the civil-service law has been respected and its enforcement promoted.

The Commissioner, as a further result of the investigation, recommended the removal of certain employes connected with the Treasury Department, the Department of Justice, and the Post-Office Department. The majority report is largely devoted to a criticism of the Postmaster-General because he has not carried out the recommendation of the Commissioner by making the removals designated. It is argued that for this reason that official is in hostility to the civil-service law. This position taken by the majority is not only absurd, but is highly unjust to the Postmaster-General. Had he acted upon the recommendation of the Civil Service Commission he would have removed two men who are not under his jurisdiction at all. Others recommended for removal could not be identified by the names given by the Commissioners. He would have further been compelled to make such removals in the face of the protest of all the men charged with offenses that their actions had been misrepresented in the report, and further that if any law had been violated they did not understand it and such violation was unintentional on their part. He would also have made the removals in the face of the statement of Commissioner Roosevelt that among the men recommended for removal "there may be a few who have some apparent claim for indulgence" (page 11), and in the face also of the further statement of the Commissioner (page 13): "I am always strongly of the opinion that the civil-service law should be amended so as to require written charges to be filed before a man is removed, to require that the accused be given an opportunity to be heard in his own defense." But the offenses with which these men are charged are such as come within the provisions of section 15 of the civil-service law, which provides:

"That any person who shall be guilty of violating the provisions of the foregoing sections shall be deemed guilty of a misdemeanor and shall on conviction thereof be punished by a fine not exceeding \$5,000, or by imprisonment for a term not exceeding three years, or by such fine and imprisonment both, in the discretion of the court."

Will it be held by any reasonable person that it was the duty of the Postmaster-General upon such conflicting testimony as is furnished by the record to brand each and all of these men as criminals by removing them from office prior to a hearing by a body of competent jurisdiction to try and determine whether they were or were not guilty of a violation of law? We think the Postmaster-General had good and sufficient reasons, based on the law and the report of the Commissioner himself, for declining so to act, and that such nonaction instead of being evidence of hostility to the civil-service law is evidence of the highest regard for the law itself. It does not appear to the minority of the committee that the charges made against the men recommended for removal have been sustained by that degree of proof which would warrant their being brought to the attention of the courts. It is quite evident that this is the view taken by the Civil Service Commission itself. It is to be presumed that had the proof warranted the Commission would have performed its duty of seeing that the offenders were duly prosecuted. Why then should the men be discharged on an assumption of guilt based on evidence admittedly insufficient to warrant conviction? The Postmaster-General, in an effort to get at the exact truth, instituted a supplemental investigation. The result of this investigation is embodied in a report made by the inspectors who conducted it, as follows:

"After hearing the evidence from all the witnesses and from the accused, and giving the whole subject thoughtful study and consideration, we are of the opinion that the facts do not justify the dismissal of the 21 men, or of anyone, for violation of the civil-service law, as charged."

The Postmaster-General chose to act on this report, as he had a right to do. While Mr. Roosevelt found there were a few who were entitled to indulgence, the inspectors found that all were, and the executive head of the Department concurred in that finding; and we do not believe that this decision involves the slightest hostility to the fair and impartial execution of the civil-service law. We commend the Postmaster-General for giving the men accused a hearing as an act of justice to them, and further as being directly in line with the recommendations of Commissioner Roosevelt heretofore cited.

In the report of the majority of the committee some stress is laid upon the statement of the Postmaster-General that the Assistant Attorney-General had expressed to him in conversation, in an informal way, his doubt that the civil-service law had been violated by the Federal officials at Baltimore, owing to the nature of the primary elections in question, and that when the Postmaster-General was requested to get the opinion in writing it had not been forthcoming.

The Postmaster-General certainly did all in his power, as appears by the following letter to the committee:

POST-OFFICE DEPARTMENT, *May 14, 1892.*

DEAR SIR: I have the honor to acknowledge receipt of yours of the 13th, requesting an opinion of the Assistant Attorney-General of the Post-Office Department upon the question of the election at Baltimore, referred to in my first testimony before your committee, and when I last appeared when I said that I had no written opinion of the Assistant Attorney-General, but that upon request of your committee I would lay the subject before him.

This is to acknowledge your request, and say that I have referred the matter to the Assistant Attorney-General.

Very respectfully,

JNO. WANAMAKER,
Postmaster-General.

HON. JOHN F. ANDREW,
*Chairman Select Committee on Reform in the
Civil Service, House of Representatives.*

The majority report was made up in such haste that it did not include the Assistant Attorney-General's letter under date of June 15, which is as follows:

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., June 15, 1892.

SIR: I copy below the full text of your letter addressed to me under date of the 7th instant, to wit:

"On the 14th of May I referred to you letter of the Hon. John F. Andrew, chairman of the Select Committee on Reform in the Civil Service, which letter asked for your written opinion of the question whether or not the primaries held at Baltimore, Md., March, 1891, when the Civil Service Commission condemned the action of Federal employes, came within the civil-service law relating to elections and officeholders.

"Your opinion on this subject, once expressed to me verbally and not officially, I now ask officially and in writing.

"At the same time I have to request that you inform me whether there is any law that makes it the duty of the Postmaster-General to institute legal proceedings against employes or officers of the Post-Office Department on findings by the Civil Service Commission."

Your reference of the letter of Chairman Andrew was not accompanied by a request for an opinion in writing as to whether "the law relating to elections and office holders," so far as it was involved by the contributions of certain employes of the Baltimore post-office to bear the expenses of the primaries referred to, or any other expenses connected therewith, was a violation of the civil-service law. Hence I made no reply, for the reason that I was not under obligation to reply.

By section 358, Revised Statutes, the Attorney-General is authorized to refer to any subordinate for consideration and written opinion "any question of law" submitted to him for his opinion, which opinion becomes effective when the approval of the Attorney-General is "indorsed thereon."

By the provisions of section 356, Revised Statutes, "the head of any Executive Department may require the opinion of the Attorney-General upon any question of law arising in the administration of his Department."

The Attorney-General, so far as I know, had not then, nor has he since, been asked for an opinion upon the law question presented, or if he had been called upon for such an opinion, the matter has not been referred to me for reply. To now reply "officially and in writing" to you, not upon a question arising in the administration of the Post-Office Department, but concerning the construction of a statute that devolves upon the Civil Service Commission the duty of seeing that it is enforced, would be to volunteer an opinion upon a matter improperly brought before me and, as I believe, not primarily connected with the business of your Department.

Mr. Andrew, in his letter of May 13th last, asks that my "opinion" expressed to you verbally and which was referred to verbally by you before his committee at a prior date, to the effect that the Baltimore primaries were not an election within the meaning of the law, should be reduced to writing. You inquired of me, during the conversation referred to, if these "primaries" were an "election" contemplated by the civil-service act, and stated that an attorney for the accused parties contended that they were not, and I answered, "It is my impression that he is right." You were therefore correct in stating that "in an incidental way" I had expressed the opinion that these primaries did not "come within the civil-service law relating to elections." I have not since learned anything that changes that impression, and

this much I can state, without attempting to give you such an opinion upon the real question involved as is expected from the Attorney-General or the Assistant Attorneys-General upon questions of law, but it is proper for me to say that my knowledge of the primaries was limited and that what I did know about them was gathered from a brief conversation with you and from reading a very few pages of the report of the post-office inspectors whom you sent to Baltimore to investigate the charges against the employes of the post-office in that city of violating the civil-service law.

The postal regulations, however, charge the Assistant Attorney-General for the Post-Office Department "with the duty of giving opinions to the Postmaster-General upon questions of law arising upon the construction of postal laws and regulations;" and now that you have inquired if "there is any law (referring, I presume, especially to the postal laws) that make it the duty of the Postmaster-General to institute legal proceedings against the employes or officers of the Post-Office Department on findings by the Civil Service Commission," it becomes my duty to furnish you an opinion in writing in response to that inquiry.

There is no law relating to the postal service which in terms imposes such a duty upon the Postmaster-General, upon any report of the Civil Service Commission, or upon information furnished by it. The act of January 16, 1883, commonly known as the civil-service act, provides for the appointment of three Civil Service Commissioners, and defines their duty in part to be: "To aid the President . . . in preparing suitable rules for carrying this act into effect, and when such rules shall have been promulgated, it shall be the duty of all officers of the United States in the departments and officers to which such rules may relate to aid in all proper ways in carrying said rules, and any modification thereof, into effect."

The second clause of section 5 requires the Postmaster-General to classify the clerks and persons employed at each post-office where the whole number shall together amount to as many as fifty, and on direction of the President to classify the clerks and persons employed in other post-offices.

The third clause of said section requires the heads of the several departments, on the direction of the President, to revise any existing classification of the persons employed in their respective departments.

I do not find any other clause or provision of said act which in terms imposes any duty upon the Postmaster-General. The provisions referred to do not, in my judgment, require him "to institute legal proceedings" against any subordinate of the Post-Office Department who is charged with violating the law.

Turning to the "Revised Civil-Service Rules," general rule 1, we find that—

"Any officer in the executive civil service who shall use his official authority or influence for the purpose of interfering with an election or controlling the result thereof; or who shall dismiss, or cause to be dismissed, or use influence of any kind to procure the dismissal of any person from any place in said service, because such person has refused to be coerced in his political action, or has refused to contribute money for political purposes, or has refused to render political service; or any officer, clerk, or other employe in the executive civil service who shall willfully violate any of these rules, or any of the provisions of sections 11, 12, 13, and 14 of the act . . . shall be dismissed from the service."

This rule is binding upon any executive officer who is clothed with the power of removal. If, therefore, any person in the postal service, appointed by the Postmaster-General and subject to removal by him, shall be found guilty of any of the offenses thus defined, the dismissal of the offender must follow. Postmasters of the fourth class (appointed by the Postmaster-General), employes in the Department proper, railway post-office clerks, and all other persons designated for appointment by the Postmaster-General are in the list of those who are subject to removal by his order. But postmasters of the first, second, and third classes (appointed by the President, by and with the advice and consent of the Senate) and clerks in post-offices (the latter being appointed by postmasters) are beyond his power to remove.

The question as to whether a postal officer or employe of the classes named as being within the control of the Postmaster-General has violated this rule by interfering with the election or attempting to control the result thereof, or who, by dismissing or causing the dismissal of any person who has refused to be coerced in his political action, or who has refused to contribute money for political purposes, or has refused to render political service, is to be considered by the Postmaster-General.

The case is different, however, with persons charged with willfully violating any of the provisions of the four sections of the civil-service act referred to. The punishment of dismissal, within the strict meaning of the rule, is dependent upon antecedent judicial action. How is a willful violation of these sections to be determined? Only, I take it, by conviction upon indictment. Every person accused of violating the provisions of these sections is accused of a misdemeanor, and the presumption of innocence runs in his favor until his guilt shall be determined by the forms of law. So much of general rule 1, aforesaid, as deals with alleged violations of these stat-

utes should be subjected to the strict rule of construction applicable to criminal statutes, and so it follows that if the Postmaster-General is called upon to exercise his power of dismissal in any doubtful case involving such charge he may be justified in withholding action thereon until the guilt of the accused shall have been decreed by a court of competent jurisdiction.

To state the proposition differently, let it be said that "legal proceedings," in other words, prosecutions, begun under sections 11, 12, 13, and 14 involve the exercise of judicial power. No executive officer can impose a fine or sentence of imprisonment, and therefore the Postmaster-General can not enforce the penalties provided by them even in the case of violation by a postal officer or employé. And if the act does not expressly devolve upon him the duty of submitting a case of supposed violation to the United States attorney for the district in which the venue is laid, it is evident that no obligation to do so can be implied from the letter of the law.

The head of each of the Executive Departments is charged with the duty of executing the laws relating to the administration of his Department. The Secretary of the Treasury nor the Secretary of the Interior would interpose to bring an offender before a court on a charge of criminally violating the postal laws, nor would the Postmaster-General take it upon himself to prosecute a person charged with an infraction of the internal-revenue laws or of the laws relating to the fraudulent entries of the public lands. Such interference by a Cabinet officer with the business of his official colleague would be resented as impertinent intermeddling.

The civil service act is an enactment "to regulate and improve the civil service of the United States." It relates to all the Departments. Commissioners are appointed to superintend the enforcement of all the provisions of the act. By one clause of section 2 they are authorized to make investigations to ascertain if the rules for the execution of the act are respected and observed by their own subordinates, "*and those in the public service.*" Their supervision over every detail necessary to the effective execution of the law is complete, and no duty appertaining to them, in terms or by implication, can be devolved upon any other official, much less transferred by them to the head of any Department for the purpose of escaping responsibility themselves.

Section 11 of the act prohibits members or officers of both Houses of Congress, and all officers of the United States, or any person employed in the public service, from soliciting or receiving any contribution "for any political purpose whatever" from any other person in the public service.

Section 12 prohibits the soliciting or receiving of such contribution "in any room or building occupied in the discharge of official duties," etc.

Section 13 prohibits the promotion, discharge, or degradation of any person in the public service by any other person in the public service for giving, withholding, or neglecting to make any such contribution.

Section 14 prohibits giving by any person in the public service to any other person in said service "of any money or valuable thing on account of or to be applied to the promotion of any political object whatever."

Section 15 defines each of these offenses to be a misdemeanor, punishable by a fine not exceeding \$5,000, or imprisonment not exceeding three years, or both.

Any case involving an infraction of the provisions of either of these sections, which is brought to the attention of the Civil Service Commission, would seem to devolve upon it the duty of handing the case over to the United States attorney for prosecution; and upon conviction of the accused, if he be an officer or employé of the United States, the further punishment of dismissal would necessarily follow under the provisions of general rule 1, quoted above. I do not see how the duty of the Civil Service Commission can end short of reporting the case to the prosecuting officer, nor how the Commission can consistently call upon the head of any Executive Department to dismiss an officer or employé for a violation of the law until it shall have taken the necessary steps to judicially determine the guilt or innocence of the accused. If the offense is so trivial, or being otherwise, so feebly sustained by the proofs as to not justify a prosecution, how can the punishment, that of dismissal, be properly inflicted upon the assumption of guilt?

It is useless to repeat my answer to your question as to whether it is the duty of the Postmaster-General "to institute legal proceedings against the employés or officers of the Post-Office Department" in any case brought to his knowledge by the Civil Service Commission and neglected by the Commission, nor do I appreciate the binding force of any "findings by the Civil Service Commission" in such a case if they are not supported by judicial proceedings.

I deal, as you see, only with the law fitting to the interrogatory you propound and not with any question of policy or propriety that may arise. The officers and employés of the Post-Office Department may commit offenses against official proprieties in connection with the raising of funds for political purposes and yet not clearly violate the civil-service law and rules, offenses which call loudly for corrective punishment and for the vindication of the dignity of official place. I am, however,

clear in my mind that it is the special duty of the Civil Service Commission to report for prosecution any person believed to have willfully committed an offense against either of the four sections cited, and that in any doubtful case about which the members of the Commission and the head of the proper Department shall disagree as to whether the offense comes within the provisions of the law, the latter is not bound to inflict the punishment provided in general rule I until the Commission shall appeal to and receive judicial aid in settling the dispute.

Very respectfully,

JAS. N. TYNER,
Assistant Attorney-General.

The POSTMASTER-GENERAL.

In conclusion, the minority believe that the action of the Post-Office Department was taken with due regard for the requirements of the civil-service law and rights of the parties accused.

J. RAINES.
A. J. HOPKINS.
M. BROSIUS.

Appendix L.

ARRANGEMENTS FOR PROCURING COLUMBIAN ADHESIVE POSTAGE STAMPS.

The following statement, reference to which has been made in the foregoing report of the Postmaster-General, is presented to show the particulars of the arrangement entered into by the Department for the issue of the new series of postage stamps intended to commemorate the discovery of America by Columbus.

The contract now in force for furnishing the current series of adhesive postage stamps is with the American Bank Note Company of New York, and was entered into nearly three years ago; and as this contract does not expire until the 31st of December, 1893, and specifically calls for ordinary stamps of entirely different sizes and designs from those contemplated as proper for the new series, its provisions could not be availed of by the Department to carry out its intentions.

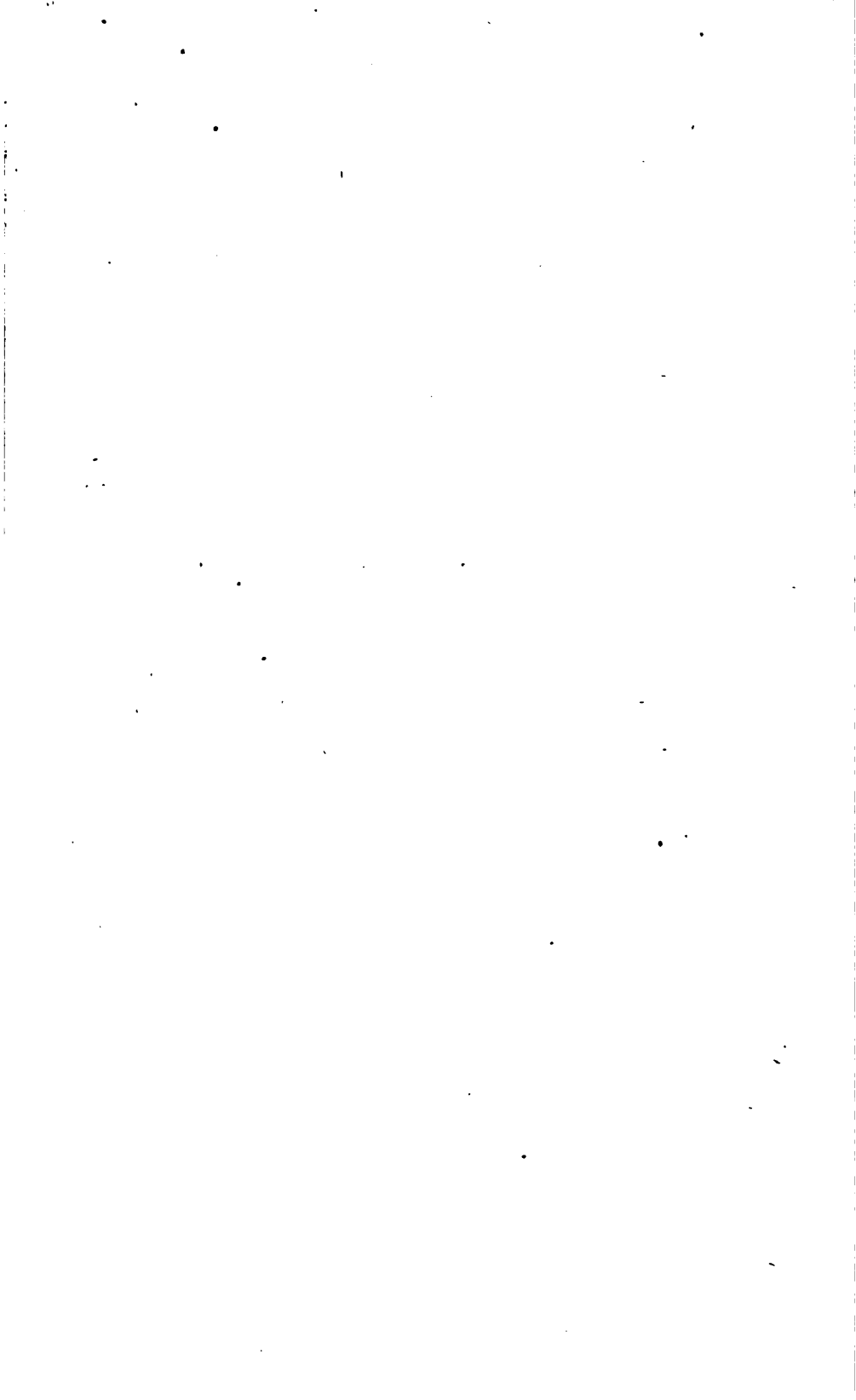
The Department, moreover, had no right to call for proposals for procuring the proposed stamps under a new contract, since to have the work done by other parties would interfere with the rights of the contractors which obligated the Department to procure from them all the stamps that should be needed during the contract term. Besides, as work of this character involves much machinery not in general use, it was hardly to be expected that other parties would go to the expense of a special equipment in view of the limited quantity of stamps to be issued, and of the duration of time in which they were to be furnished.

The number of new stamps to be required, as stated in the report, was estimated at 3,000,000,000, and negotiations were entered into with the contractors for supplying the stamps under a special arrangement. It was at first thought by the Department that, inasmuch as the new stamps were to be about double the size of the present stamps, a fair compensation would be about double the present contract price, or, say, 15 cents a thousand. Upon a full consideration of the subject, however, this price was objected to by the contractors as not affording a remuneration proportioned to the increased labor and cost of the work. It was contended by them that the making of the new stamps involved a large increase of their machinery for printing, gumming, and pressing the stamps, as well as a great enlargement of their floor space, power, appliances, and force of operatives; and that, when the work was at an end, they would be left in possession of a great deal of special material and equipment which, from a business point of view, would be worthless. They urged, for example, that it would double the number of machines used in printing the stamps, they being now printed in sheets of 400, while the new stamps would contain only 200 impressions to the sheet.

A special point was made that the requirement to double their capacity came during the last year of the contract term, and that the extra facilities to be provided would be unnecessary to meet the demands for the ordinary stamps in the event they should be successful in the competition for the next contract. The result of their deliberations was the submission of a proposition to furnish the desired Columbian stamps, 3,000,000,000 in number, at 18½ cents per thousand, upon the condition that the present contract should be extended for a period of six months beyond the time fixed for its expiration. The price named was adjudged to be somewhat extravagant; and upon carefully considering the subject in all its aspects, it was decided to offer 17 cents per thousand for the stamps, with the desired extension of the contract. After much hesitation on the part of the contractors, and as the result of several personal conferences with them during the past summer, they accepted this offer.

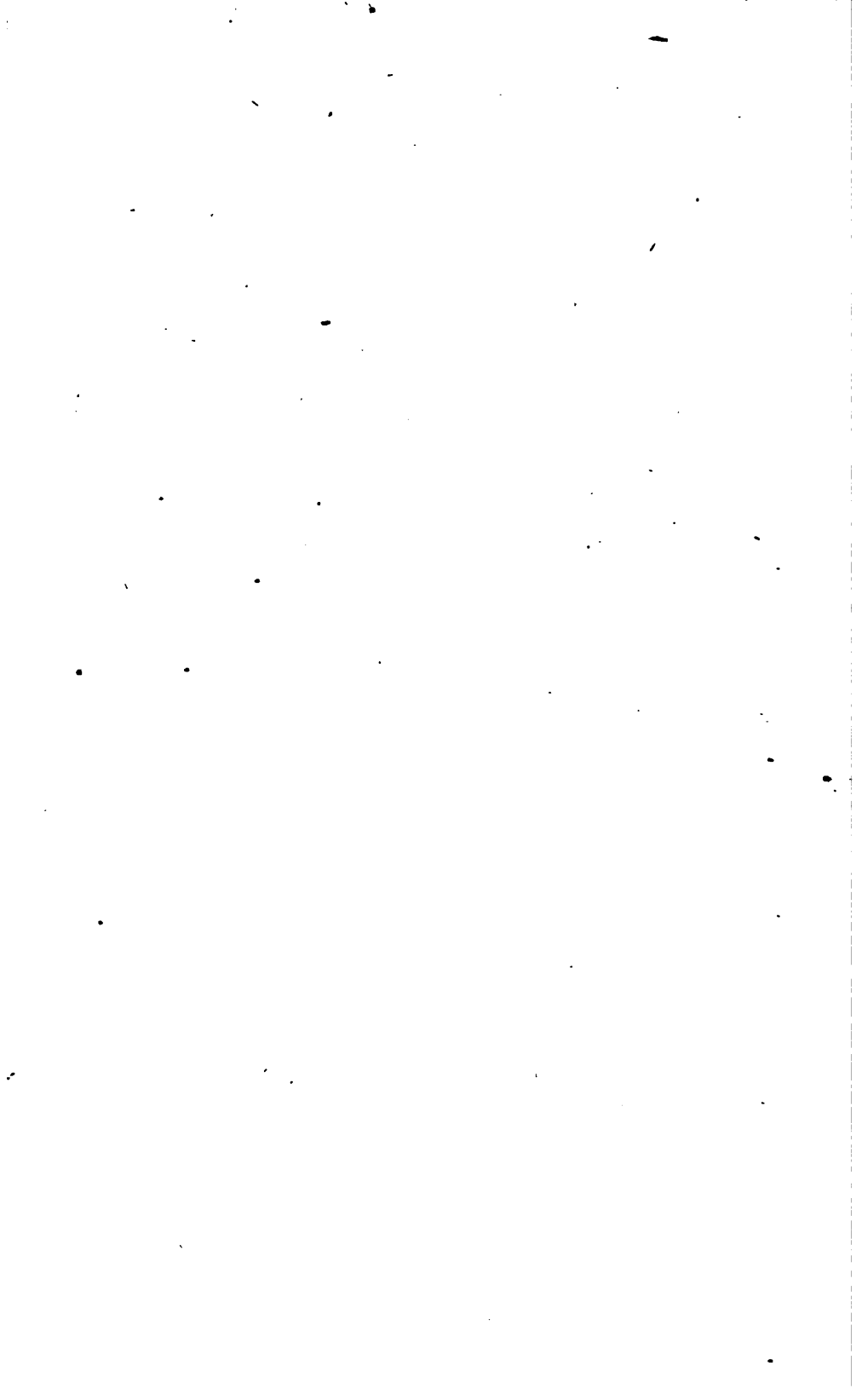
The necessary orders were accordingly made to carry the arrangement into effect, the six months' extension being covered by one clause of the contract giving the right of extension direct for three months, and under another clause giving the Department the right to call at any time during the contract term for an extra quantity of stamps, not to exceed a supply for three months. It may be stated that the price paid under the regular contract for the special-delivery, and newspaper and periodical stamps, which correspond closely in size with the proposed Columbian stamps, is 18 cents per thousand, or 1 cent per thousand more than the price agreed upon for the new stamps.

The course followed by the Department in this matter is the same that has been pursued in all cases heretofore where it has been found necessary to introduce new kinds or sizes of postage stamps or stamped envelopes differing from those covered specifically by contracts in force, a course, indeed, which seems to be the only one practicable in such a contingency.



REPORT
OF THE
ASSISTANT ATTORNEY-GENERAL
FOR THE
POST-OFFICE DEPARTMENT.

FISCAL YEAR ENDED JUNE 30, 1892.



R E P O R T
OF THE
ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE
DEPARTMENT.

OFFICE OF THE ASSISTANT ATTORNEY-GENERAL,
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., December 8, 1892.

SIR: During the fiscal year to which this report relates, the lease division and the division of correspondence were transferred from this office to that of the First Assistant Postmaster-General. So far as the division of leases is concerned, the transfer was, I think, proper, for the official who contracts for the use of buildings for post-office purposes should have control of the appropriation out of which the rent is to be paid. I was frequently embarrassed, after agreeing to execute a lease at a certain rental, by being told that the money to pay for it would not be allowed by the First Assistant Postmaster-General.

But the transfer of the division of correspondence was, in my judgment, a mistake. The bulk of the work done in that division consists of the construction of postal laws and regulations—involving the exercise of a knowledge of the law, and the whole work should have been continued under the supervision of the law branch of the Department.

PROPOSED AMENDMENTS TO LAWS.

In all of my previous reports I have recommended legislation deemed necessary for the safety of the Department, which does not seem to have met with Congressional approval. Bills to cover the material portions of my recommendations were drafted and introduced, and referred to the proper committees; but I am not aware that any favorable action was taken upon them by the committees.

Notwithstanding the failure to secure the necessary legislation, I will venture to briefly refer to the recommendations without furnishing any extended reasons for embodying them in Congressional enactments.

The law authorizing the Postmaster-General to investigate and allow the claims of postmasters for loss of money-order funds, postal funds, postage stamps, etc., limits such investigation to losses that occur from burglary, fire, and other unavoidable casualty. The law does not define "burglary." At common law it is the breaking and entering the house of another in the night time with intent to commit a felony, whether the felony be committed or not. Hence, in the absence of a statutory definition of burglary we must necessarily rely upon the common-law definition, which frequently embarrasses this office in the consideration of a claim for losses resulting from the forcible entry of

a post-office in the daytime. Section 5478, Revised Statutes, provides that--

Any person who shall forcibly break into, or attempt to break into, any post-office, or any building used in whole or in part as a post-office, with intent to commit therein larceny or other depredation, shall be punishable by a fine of not more than one thousand dollars and by imprisonment at hard labor for not more than five years.

To make this section more explicit and broad enough to cover the class of depredations to which I refer, I suggest that it be amended to read as follows:

Any person who shall forcibly break into, or attempt to break into, any post-office, or any building used in whole or in part as a post-office, with intent to commit therein larceny or other depredation, shall be deemed guilty of burglary, and on conviction thereof shall be punished by a fine of not more than one thousand dollars, and by punishment at hard labor for not more than twenty years.

The term "unavoidable casualty" is also indefinite. I think that the act of May 9, 1888, which authorizes an investigation of the claims under consideration, should be amended so as to substitute for the words "unavoidable casualty" the words "causes not arising from or contributed to by the fault or negligence of such postmaster."

BONDS FOR ASSISTANT POSTMASTERS.

I renew my recommendation that assistant postmasters should by law be required to execute bonds to the United States in a sum to be determined by the Postmaster-General, as in the case of postmasters, and that the requirements should also include money order and registry clerks and other employes in post-offices who handle public funds. This requirement might be limited to offices of the first, second, and third classes. These employes are, ordinarily, bonded to the postmaster, and yet if loss of public funds by reason of their sole carelessness or dishonesty occurs, and the postmaster himself declines to make good the loss, it is very doubtful if he could be compelled to do so.

The bulk of authorities and decisions favor the conclusion that a subordinate officer or employe of a post-office is an officer or agent of the United States who is directly liable to the latter for losses of its funds occurring by reason of his carelessness or dishonesty. Therefore there is no reason why the law should place the postmaster under bond and not require similar security from his subordinates. The necessity for additional security is apparent in the fact that by the existing provisions of law no arrangement is made for the conduct of an office suddenly become vacant by the absconding from or abandonment of it by the postmaster, or by the discovery of his misappropriation of its funds. Arrangement for the transfer of the office to the bondsmen upon the death of the postmaster is provided by regulation—an arrangement, however, of doubtful expediency, especially when the sureties, several in number, fail to agree upon a co-surety or any other person to perform the duties of postmaster. It is not unusual that an important office remains vacant for a long time, even for months, after a postmaster's death, during all of which period it is without a head fully responsible to the Department for the safe-keeping of its property, and in nowise responsible to its patrons for the careful handling of their correspondence.

ADDITIONS TO LAW LIBRARY.

Many useful additions could be made to the law library connected with this office if there were an appropriation sufficient in amount to pay for books. There is probably no law office of the Government of

so much importance that is so poorly supplied in this respect. In fact, we have to depend almost exclusively upon the reports and decisions of the Supreme Court and of the Court of Claims and the published opinions of the Attorney-General that are supplied us gratis.

PRINTING AND BINDING OF THE OPINIONS OF THE ASSISTANT ATTORNEY-GENERAL FOR THE POST-OFFICE DEPARTMENT RECOMMENDED.

Provision should also be made for the editing, printing, and binding of the opinions of the assistant attorneys-general for this Department during the twenty years of the existence of the office. These opinions now number about 1,400, of which more than one-third have been written out during the present administration. They form precedents for the practice of the several bureaus and divisions of the Department, and yet they exist only in a written or typewritten form placed in the files, and inaccessible by reason of their not being printed, bound, and properly indexed. I can not too urgently recommend, for the convenience of my successors and for the use of the Department for all time to come, that these opinions be speedily put into book form.

LOSSES BY FIRE AND BUGLARY, ETC.

Your attention is respectfully invited to the accompanying exhibit, marked "A," which shows the amounts allowed under the act of Congress approved May 9, 1888, for losses resulting from fire, burglary, or other unavoidable casualty, and for postal and money-order funds remitted for deposit and lost in transit.

The total number of claims acted upon during the last fiscal year is 857, of which 617 were allowed in whole or in part, amounting to the sum of \$60,134.90, and 240 were disallowed, withdrawn, or dismissed.

Very respectfully,

JAS. N. TYNER,
Assistant Attorney-General.

The POSTMASTER-GENERAL.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1893 (acts of March 17, 1892, and May 9, 1893).

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Abie, Nebr.	V. J. Urdill	Fire	\$11.57	Allowed	\$11.57	Remainder of amount claimed should have been previously deposited.
Adel, Ga.	J. J. Parish	In transit	217.00	do	37.23	
Afton, Iowa	A. H. Groves	Burglary	56.94	do	56.94	
Agricola, Ala.	S. G. Forbes	Fire	Unknown	do	20.37	Loss did not result from burglary.
Alex, Md.	Jos. Condon	Burglary	3.41	do	1.97	
Alb, Ala.	J. H. Oden	do	11.03	do	5.00	
Akron, Colo.	D. W. Trwin	do	239.97	do	239.61	Loss did not result from burglary.
Albamar, N. C.	Jos. R. Burris	In transit	106.00	do	106.00	
Alexander, Kans.	A. Walker	Burglary	6.26	do	6.26	
Allen, Miss.	G. W. Douglas	do	Unknown	do	23.37	Loss did not result from burglary.
Allen Springs, Ky	M. H. Sledge	Fire	do	do	13.14	
Almont, Iowa	H. C. Heldt	Burglary	3.90	Disallowed	do	
Alpena, S. Dak.	do	Fire	26.55	Allowed	13.41	Money recovered.
Alplaus, N. Y.	O. G. Woodruff	Burglary	70.85	do	21.10	
Alum Bridge, W. Va.	Jos. Hanigan	do	79.60	do	79.74	
Alvord, Mo.	G. W. Crook	Fire	84.25	do	84.17	Failure to remit as instructed.
Andover, Kans.	Jno. Cate	do	19.49	do	19.49	
Apopka, Fla.	V. Stiles	Burglary	48.85	do	48.79	
Aransas Pass, Tex.	B. H. Derby	do	749.61	do	351.13	Loss resulted from negligence of postmaster.
Do	L. N. McCaughan	do	7.05	do	7.05	
Do	do	Fire	38.60	do	38.60	
Arcadia, Nebr.	I. Reynolds	do	67.97	do	67.97	Loss resulted from negligence of postmaster.
Arcola, Mo.	J. M. Travis	In transit	10.00	Dismissed	do	
Do	do	do	20.00	do	do	
Argyle, Minn.	do	do	20.00	do	do	Loss did not result from burglary.
Do	D. Robertson	do	42.00	Disallowed	do	
Do	do	Fire	17.81	Allowed	17.81	
Armstrong, Fla.	Jno. A. Cody	Burglary	1.90	do	1.90	Remainder claimed is for damaged stamps previously credited.
Armstrong, Ill.	E. A. Brown	do	86.41	do	do	
Arnold, Ga.	T. F. Gregory	do	7.19	Disallowed	do	
Arroya, Pa.	C. H. Smith	do	36.50	Allowed	36.40	Loss did not result from burglary.
Ashland, Mass.	W. F. Merritt	do	147.13	Disallowed	do	
Atlantic Highlands, N. J.	J. H. Leonard	do	3.34	Withdrawn	do	
Aurora, Iowa	M. C. Parker	Fire	184.94	Allowed	30.57	Money recovered.
Aurora, Nebr.	Jno. Tweedy	Burglary	3.90	do	2.90	
Austerlitz, Ky.	A. P. Lary	Fire	Unknown	do	11.75	
Austlin, Pa.	N. H. Hastings	In transit	47.00	Dismissed	do	Loss resulted from negligence of postmaster.
Baldwin, N. Y.	T. D. Smith	Burglary	8.93	Allowed	3.93	
Bala, Md.	Geo. Bala	do	20.34	do	15.90	
Bangs, Ohio	W. H. Smith	Fire	23.77	Disallowed	do	Loss resulted from negligence of postmaster.
Barboursville, Ky.	J. R. Jones	do	Unknown	Allowed	63.95	

Parkersville, Mo.	R. M. Waller	do	do	do	25.40	Loss resulted from negligence of postmaster.
Barlow, Miss.	H. H. Barlow	Burglary	Disallowed	17.14	3.00	Do.
Barnuda, Pa.	J. T. Kithpatrick	do	do	6.07	do	Do.
Do.	do	do	do	21.94	do	Do.
Do.	do	do	do	49.67	do	Do.
Do.	do	do	do	45.80	do	Do.
Barry, Mo.	D. Carpenter	do	do	720.67	712.49	
Do.	do	do	Allowed	do	43.38	
Barre, Mass.	B. F. Brooks	do	do	43.33	do	Failure to remit as instructed.
Barlett, Tex.	T. W. Reeves	do	Disallowed	85.00	do	Do.
Basin, Iowa.	C. R. Haynie	In transit	do	1.00	do	
Bath Beach, N. Y.	Margie A. Greenland	do	do	922.28	922.28	
Bavaria, Kans.	W. H. Wright	Burglary	do	23.25	23.25	
Baxley, Ga.	C. L. Andrist	Fire	do	127.70	165.37	
Beaumont, Tex.	D. R. Carter	do	do	7.73	12.73	
Beards Hollow, N. Y.	G. M. Dox	do	do	890.00	890.00	
Beckwith, Iowa	A. J. Ward	In transit	do	42.73	42.73	
Belcher, N. Y.	J. R. Davis	Fire	do	15.61	15.61	
Belfield, Va.	G. A. McEachron	Burglary	Disallowed	45.24	do	Loss resulted from negligence of postmaster.
Bellevue, Va.	Geo. W. Harrison	do	Disallowed	20.00	do	Money recovered.
Bell, Iowa	A. Z. Rudd	In transit	do	24.96	24.96	
Bell, Ohio	L. J. McMeekin	Burglary	Allowed	77.77	77.77	
Bell Buckle, Tenn.	W. L. McGray	Fire	do	34.55	34.55	
Bell City, Mo.	A. P. McIlwain	Burglary	do	31.95	31.95	
Belle Plaine, Wis.	F. C. Schewe	do	do	Unknown.	do	
Belmonte, Pa.	W. A. McDermitt	Burglary	do	22.83	22.83	
Bellwood, Pa.	W. H. Thompson	Fire	do	38.43	38.43	
Benton, Tex.	V. A. Johnson	Burglary	do	25.00	25.00	
Benton City, Mo.	B. Waddington	do	do	138.59	78.87	
Bennett, Iowa	E. S. Templeton	do	Disallowed	5.00	do	
Bennetts Corners, N. Y.	Anson Crain	Burglary	Allowed	8.01	8.01	
Berkley, Va.	J. E. Hozier	do	do	9.80	9.80	
Bernal, N. Mex.	C. W. Dawler	do	do	7.30	1.00	
Berryville, Mich.	A. Myrick	do	do	5.27	5.27	
Berryville, Va.	C. R. Lee	Burglary	do	632.12	501.64	
Beulah, Kans.	H. Kincaid	do	do	64.24	62.44	
Big Foot, Ind.	L. Norris	do	do	13.76	8.83	
Big Lick, N. C.	W. A. Cagle	Fire	Disallowed	3.77	do	Failure to remit as instructed.
Big Sandy, Tex.	R. L. Terrell	Fire	Allowed	25.81	27.89	
Big Trees, Pa.	J. H. Hinerman	do	do	2.83	14.26	
Bismarck, Ill.	J. G. Pritchard	Burglary	do	33.88	2.83	
Black Jack, Kans.	A. M. Bushnell	do	do	10.35	33.66	
Blackwood, Pa.	C. A. Stenbraker	do	do	144.00	9.89	
Blair, Ill.	W. Pedgrew	Fire	do	82.69	106.94	
Blair, Wis.	E. L. Inmel	Burglary	do	89.95	32.69	
Black, Oregon	W. J. Mariner	do	do	1.73	57.73	
Blackburn, Iowa	O. Wemore	Burglary	Disallowed	123.83	do	Loss resulted from negligence of postmaster.
Blackton, Ala.	C. Wade	do	Allowed	224.00	123.86	
Blodgett Mills, N. Y.	John Hubbard	In transit	Disallowed	30.37	do	Failure to remit as instructed.
Bloomer, Wis.	F. W. Sties	Burglary	Allowed	112.00	17.27	Part of the stolen stamps recovered.
Roomfield, Fla.	W. D. Mendenhall	In transit	Disallowed	86.52	do	Amount lost was recovered.
		Burglary	Disallowed	86.52	do	Loss resulted from negligence of postmaster.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1892 (acts of March 17, 1892, and May 9, 1893)—Continued.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Bloomington, Texas.	G. B. Eades.	Burglary.	\$127.41	Allowed.	\$127.41	
Blountville, Ala.	J. L. Montgomery.	In transit.	39.00	Disallowed.		Failure to remit as instructed.
Blue Point, N. Y.	Geo. R. Avery.	Fire.	Unknown.	do.		No loss shown.
Do.	T. J. Contant.	Burglary.	68.58	Allowed.	\$68.58	
Bola, Mo.	A. Henderson.	do.	20.00	Disallowed.		Loss resulted from negligence of postmaster.
Bonner Springs, Kans.	M. D. Barden.	do.	5.47	do.		No loss of postal funds shown.
Do.	do.	do.	23.44	Allowed.	23.44	
Bostwick, Fla.	Thos. L. Allen.	Fire.	Unknown.	do.	78.27	
Bowling Green, Ky.	E. U. Fordyce.	In transit.	20.00	Disallowed.		Failure to remit as instructed.
Box Elder, Utah.	W. H. Boehle.	do.	172.69	Disallowed.		Money recovered.
Boyd Mills, Pa.	E. J. Boyd.	Burglary.	23.62	Allowed.	23.62	
Bradley, Ark.	Mary Bradix.	do.	4.00	Disallowed.		Loss did not result from burglary.
Bradley S. Dak.	D. T. Dean.	Fire.	Unknown.	Allowed.	11.23	
Brier Creek, Pa.	S. A. Ash.	Burglary.	10.35	Withdrawn.		Stolen property recovered.
Brookfield, Mo.	W. D. Crandall.	In transit.	100.00	Disallowed.		Failure to remit as instructed.
Brookhaven, Tex.	R. A. Bradley.	Fire.	Unknown.	Allowed.		
Brooklyn, N. Y.	Geo. J. Collins.	Burglary.	87.11	do.	2.20	
Brookville, Ohio.	J. E. Powers.	do.	59.08	do.	87.11	
Brookville, Ohio.	J. E. Chisler.	do.	4.28	do.	59.08	
Brownsville, Tex.	B. Key.	In transit.	200.00	do.	4.28	
Buckley, Neb.	Geo. W. Hoch.	Burglary.	25.21	do.	200.00	
Bucktown, Ark.	C. M. Smith.	Fire.	13.70	do.	22.88	
Bucena Park, Ill.	V. Q. Umlauf.	Burglary.	4.71	do.	24.95	
Bucena Vista, Ohio.	J. W. Devoss.	In transit.	10.00	Disallowed.		Money recovered.
Burgessville, Pa.	B. F. McClure.	Burglary.	120.00	Allowed.	120.00	
Burnettsville, Ohio.	J. W. Birt.	do.	22.81	Disallowed.		Loss resulted from negligence of postmaster.
Burnetts Creek, Ind.	John M. Love.	do.	84.24	Allowed.	76.49	
Burnsides Crossing, Ill.	G. Erickson.	Fire.	3.00	do.	2.88	
Butterfield, Mo.	W. L. Block.	do.	Unknown.	do.	41.22	
Calverton, Va.	Mrs. I. Shumate.	do.	75.87	do.	74.70	
Camp Douglas, Wis.	Geo. Frohman.	do.	19.83	do.	220.23	
Canasota, N. Y.	W. C. Mathews.	Burglary.	220.23	do.		Failure to remit as instructed.
Carbon, Tex.	W. J. Reed.	In transit.	85.00	Disallowed.		No satisfactory proof of amount lost.
Carbondale, Pa.	W. L. Varrington.	Burglary.	186.71	Allowed.	186.71	
Carlyle, Ill.	W. H. Norris.	do.	1.85	Disallowed.		Failure to remit as instructed.
Caro, Mich.	H. N. Montague.	do.	7.50	Allowed.	7.50	The greater part of the amount claimed is for damaged stamps previously credited.
Carthage, Miss.	L. M. Garrett.	In transit.	10.00	Disallowed.		
Castile, N. Y.	E. A. Pierce.	Fire.	256.38	Allowed.	60.26	
Cattlettsburg, Ky.	J. A. Burns.	Burglary.	612.78	do.	578.98	
Cayuga Ind.	M. W. Coffin.	do.	167.76	do.	167.76	
Cedar Beach, Ind.	Geo. W. Proper.	Fire.	7.00	do.	8.26	
Cedar Hill, Tex.	J. H. Pittman.	do.	54.43	do.	53.53	

Cedarwater, Ga.	T. G. W. McMeekin	Burglary	750.55	do	710.52	Loss resulted from negligence of postmaster.
Celina, Ohio	J. W. Dickman	do	835.64	do	214.35	
Center, Tex.	J. W. Riggs	In transit	69.00	Disallowed	70.00	
Central, Wis.	J. W. Nutwick	Burglary	674.10	Allowed	2.05	
Center Point, Ark.	E. E. Henry	In transit	70.00	do	12.53	
Centerton, Ind.	M. Mathews	Fire	Unknown	do	19.63	
Centropolis, Mo.	J. Lieninger	Burglary	7.30	Allowed	8.00	
do	do	do	19.63	do	62.30	Not within the provisions of the statutes.
do	do	do	8.00	do		
Ceylon, Ind.	I. I. Love	Fire	Unknown	Disallowed	55.87	
Chambersburg, Mo.	F. E. Morthew	Larceny	20.91	Allowed	37.53	
Champaigne, Ark.	J. M. Cook	Fire	Unknown	do	9.02	
Chanler, Mo.	W. W. Squires	do	35.25	do	13.59	
Chapel Hill, Mo.	E. Shumous	Burglary	12.58	do	37.65	Loss resulted from negligence of postmaster.
Charleroi, Pa.	J. C. McKean	do	38.17	do		
Charleston, Miss.	Mrs. S. D. McCain	Fire	21.21	Disallowed	14.98	
Charlestown, W. Va.	S. H. Higginbotham	Burglary	14.38	Allowed	6.31	
Check, Va.	C. A. Conner	do	6.20	do	15.00	
Chirpachet, R. I.	Charles Potter	do	15.00	do		
Chiusa Grove, Ala.	T. L. Head	do	26.00	Disallowed		Failure to remit as instructed.
Chinoeague Island, Va.	J. W. Field	In transit	5.23	Allowed	5.02	
Chinville, Ark.	W. A. Bartley	Burglary	5.23	Disallowed		Loss resulted from negligence of postmaster.
Chiraneville, Mo.	T. F. Chrane, Jr.	do	6.47	Allowed	6.47	
Churruy, Ind.	T. J. Bays	Fire	Unknown	do	9.40	
Cigerville, N. Y.	J. W. Coughtry	do	3.00	Disallowed		Loss resulted from negligence, and amount not proved.
Clarkville, Mo.	W. D. Cummins	Burglary	692.88	Allowed	657.64	The stolen stamps were recovered.
Clarkton, N. Y.	S. H. Johnson	do	12.49	Disallowed		Failure to remit as instructed.
Claxton, Ohio	T. A. Landis	do	14.78	Disallowed	14.78	
Claxton, Ga.	G. E. Wood	do	42.00	Disallowed		
Clear Water, Kans.	D. Murphy	In transit	157.00	do	157.00	
Cleburne, Tex.	S. N. Clark	Fire	278.23	do	278.23	The stolen funds were recovered.
Cliffville, Ohio	B. T. Crum	Burglary	10.23	do	10.23	
Clifton, Ill.	L. G. Royer	Fire	3.50	Disallowed		
Clinax, Minn.	C. Steenson	Larceny	5.00	Allowed	5.00	
Cluster, W. Va.	W. Evely	In transit	139.74	do	139.74	
Coalburg, Ala.	Mrs. F. C. Hoffman	Burglary	10.54	do	20.10	
Coal City, Ill.	A. J. Smith	Fire	14.00	Disallowed		
Coates, Va.	H. H. Coffee	In transit	43.00	do		Failure to remit as instructed.
Coffeyville, Miss.	J. H. Carr	do	918.86	Allowed	918.86	Do.
do	do	Burglary	70.00	do	70.00	
Coffeyville, Kans.	J. McCreary	In transit	Unknown	Disallowed	139.67	No loss proved.
Coleman, Tex.	M. M. Callan	Fire	4.60	do	4.60	
Colfax, Ill.	C. E. Benson	do	56.01	do	50.04	
College Mount, Mo.	W. T. Garner	Burglary	489.07	do	473.06	
Collinsville, Ohio	J. H. Shollenbarger	do	21.00	do	21.00	
Collier, Kans.	O. B. Kessler	do	4.00	Disallowed		Loss resulted from negligence of postmaster.
Columbia, Pa.	J. L. Wright	do	83.08	Allowed	83.08	
Commerce, Iowa	Ida J. Phillips	do	2.90	do	2.15	
Commercial Point, Ill.	J. Jackson	do	25.31	do	13.37	
Conceda Springs, N. C.	Jno. Miller	Fire		do		
Consted, Va.	T. B. Mutherrin	Burglary		do		
Converse, Mo.	R. S. Brazelton	do		do		

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1899 (acts of March 17, 1893, and May 9, 1898)—Continued.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Cookeville, Tenn.	J. W. Braswell	In transit	\$80.00	Disallowed		
Coosa, Ga.	R. B. McArver	Burglary	4.53	do		Failure to remit as instructed.
do	do	do	3.50	do		Loss resulted from negligence of postmaster.
Corn Hill, Tex.	G. W. Weatherford	Fire	50.23	Allowed	\$50.52	Do.
Corning, Ohio.	F. W. Drake	Burglary	2.78	do		
Coronado, Kas.	L. C. Sparks	Fire	8.96	do	8.96	
Corunna, Ind.	M. A. Boughman	Burglary	88.26	do	88.26	
Costello, Mo.	John H. Lee	do	3.35	Disallowed		Loss resulted from negligence of postmaster.
Costellow, Ky.	S. W. Barron	do	1.23	Allowed	1.23	
Coulstons, Ga.	E. E. H. Grant	Fire	19.27	do	20.30	
Covington, Mo.	P. H. Ferguson	do	672.09	do	633.63	
Coy, Mo.	T. H. Wimpey	Burglary	23.07	do	23.07	
Crookston, Minn.	W. B. Dawley	do	114.06	do	114.06	
Crothersville, Ind.	W. H. Trisler	do	12.10	do	12.10	
Crown Point, Ind.	J. P. McNeill	do	185.48	do	185.48	
Crystal Run, N. Y.	A. Crum	do	2.77	Disallowed		Loss not proved.
Cuero, Tex.	J. C. Woodworth	In transit	178.00	Allowed	178.00	
Cumberland, Miss.	J. R. Greer	do	163.00	Disallowed		Money refunded by another postmaster who lost it.
Dailey, Ala.	J. K. Bolton	Burglary	4.00	Allowed	4.00	
Daley, Tenn.	J. A. Smith	Fire	35.00	do	35.90	
Davey, N. Y.	H. Hartson	do	161.10	do	161.10	
Davis City, Iowa	J. M. Arnold	Burglary	13.09	Disallowed		
Davina, Ind.	F. Perkins	do	2.00	Allowed		Amount of loss not proved.
Decoto, Cal.	M. H. Lewis, Jr.	do	6.25	do	11.23	
Deco, Ark.	J. M. Shreve	Fire	Unknown.	do	6.25	
Deep Creek Falls, Wash.	Mrs. S. H. Young	do	134.05	do	30.20	
Delhi, Ohio.	M. L. Andrew	Burglary	90.51	do	184.05	
Delphi, N. C.	F. Fowkes	do	1.14	Allowed	83.33	
Dennis, N. C.	R. Williams	do	84.89	do	1.14	
De Soto, Mo.	W. S. Clark	Burglary	7.09	Disallowed		Loss not proved.
De Soto, Mo.	J. W. Clarke	do	55.82	Allowed	6.84	
Deveraux Station, N. Y.	W. Carlin	Fire	15.00	do	48.67	
De Witz, Ill.	George R. Watt	do	13.00	do	12.52	
Diamond, Mo.	F. E. Whitwell	do	18.00	do	18.00	
Douglas, Ky.	R. M. Crist	Burglary	40.62	do	40.62	
Douglas, Wash.	O. O. Wright	Fire	Unknown.	do	42.50	
Doy's, Minn.	T. C. Furlong	do	11.78	do	11.78	
Doy's, Ohio.	George Jackson	do	12.00	do	23.93	
Dryden, Mich.	W. H. Alcott	In transit	49.00	Withdrawn		
Dry Ridge, Ky.	W. K. Lewis	Burglary	108.09	Allowed	106.64	
Dublin, Md.	D. G. Clement	do	4.12	do	4.12	
Dumas, Miss.	T. J. Nelson	Fire	85.57	do	85.57	
Dunn, Loring, Va.	F. L. Brenizer	do	17.67	do	16.85	
Earleton, Fla.	H. V. Nosky	Burglary	23.00	do	23.00	
do	do	do	7.10	do	7.10	

Locality	Crime	Amount	Remarks
Robert Ford	Fire	92 27	
H. M. Scott	do	24 11	
A. C. Simpson	Larceny	1 50	Disallowed
George G. Farwell	Burglary	2 89	Allowed
East Rockway, Iowa	do	25 34	
East Peppersell, Mass	do	80	
W. J. London	do	80	
Helle M. Baker	do	219 15	
Nancy Newman	do	11 72	
C. M. Clay	Burglary	88 52	Disallowed
E. E. Perkins	Larceny	8 47	Allowed
I. E. De Mott	Fire	57 89	
H. L. Hale	do	43 73	
Grace C. Ballard	Larceny	1,008 90	
B. L. Crocker	Fire	291 63	
S. S. Moore	do	68 65	
E. G. Webb	Burglary	77 90	
M. Greene	Fire	20 55	Disallowed
Thomas Price	do	61 67	Allowed
F. M. Langford	Burglary	30 00	do
J. K. Francis	Fire	19 54	do
C. C. Embry	do	604 56	do
L. Hooker	Burglary	62 84	Disallowed
Emmence, Ky	do	9 86	Allowed
M. C. Graham	do	30 70	do
G. W. Strohm	do	14 48	do
Endicott, Nebr	Fire	7 09	do
G. W. Myers, Jr	do	12 98	do
W. C. Schaefer	Burglary	30 67	Disallowed
A. P. Dace	Fire	129 59	Allowed
H. V. Mesinger	do	6 26	do
J. N. Surdam	Burglary	20 53	do
J. N. Surdam	do	118 00	do
A. J. Stinson	Fire	131 28	do
H. H. Robinson	Burglary	28 32	Disallowed
J. W. Peterson	do	24 29	do
T. W. Kinleyside	do	66 00	Allowed
S. B. McKinney	do	60 45	do
C. B. Davidson	do	154 65	do
H. H. Edwards	do	17 67	do
do	do	11 13	do
A. H. Easkins	Fire	215 00	Disallowed
G. G. Mead	do	16 29	do
J. J. Williams	do	73 69	Allowed
R. Hoffman	do	1 183 04	do
J. B. Simpson	In transit	203 09	Disallowed
M. J. Redmond	Burglary	30 75	do
Jno. Estelle	do	55 00	Allowed
W. T. Matson	Fire	73 69	do
C. W. Ramer	do	13 82	do
J. W. McKnight	Burglary	1,146 54	do
M. Southworth	do	58 00	do
L. V. McCourt, acting	In transit	17 02	do
R. A. Hughes	Fire		
Eastland, Pa	Burglary	291 63	
Elwood City, Pa	Fire	68 65	
Elmira, Cal	do	77 90	
Elmira, Mo	Burglary	20 55	Disallowed
Elmhurst, Ill	do	61 67	Allowed
Elmhurst, Ga	Fire	30 00	do
Elmhurst, Ky	do	19 54	do
Elmhurst, Mo	Burglary	604 56	do
Elmhurst, Nebr	do	62 84	Disallowed
Elmhurst, Ind	do	9 86	Allowed
Elmhurst, Ill	do	30 70	do
Elmhurst, Springs, Mo	do	14 48	do
Exchange, Mo	do	7 09	do
Exeter, Mo	do	12 98	do
Exeter, Mo	do	30 67	Disallowed
Exeter, Mo	do	129 59	Allowed
Exeter, Mo	do	6 26	do
Exeter, Mo	do	20 53	do
Exeter, Mo	do	118 00	do
Exeter, Mo	do	131 28	do
Exeter, Mo	do	28 32	Disallowed
Exeter, Mo	do	24 29	do
Exeter, Mo	do	66 00	Allowed
Exeter, Mo	do	60 45	do
Exeter, Mo	do	154 65	do
Exeter, Mo	do	17 67	do
Exeter, Mo	do	11 13	do
Exeter, Mo	do	215 00	Disallowed
Exeter, Mo	do	16 29	do
Exeter, Mo	do	73 69	Allowed
Exeter, Mo	do	1 183 04	do
Exeter, Mo	do	203 09	Disallowed
Exeter, Mo	do	30 75	do
Exeter, Mo	do	55 00	Allowed
Exeter, Mo	do	73 69	do
Exeter, Mo	do	13 82	do
Exeter, Mo	do	1,146 54	do
Exeter, Mo	do	58 00	do
Exeter, Mo	do	17 02	do

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1892 (acts of March 17, 1882, and May 9, 1883)—Continued.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Fowlerville, Mich.	D. C. Carr.	Fire.	\$42.11	Allowed.	\$42.11	
Friend, Colo.	Leah Madden.	Burglary.	83.04	do.	83.04	
Friendship, N. Y.	F. R. Uiter.	do.	175.97	do.	175.97	
Frederburg, Pa.	R. M. Swisher.	do.	82.07	do.	74.25	
Furra, Miss.	J. D. Archer.	do.	3.24	do.	3.24	
Gainesville, Ala.	R. B. Woodson.	Fire.	14.42	do.	14.42	
Galveston, Ind.	I. A. Adams.	Burglary.	81.55	do.	81.55	Failure to remit as instructed.
Gale City, Va.	J. A. Quillin.	In transit.	149.00	Disallowed.		
Gasette, Mo.	H. P. King.	Fire.	13.04	Allowed.	47.46	Loss resulted from negligence of postmaster.
Georgetown, N. H.	C. L. Russell.	Burglary.	11.86	Disallowed.		Failure to remit as instructed.
German N. Y.	G. W. Burnap.	In transit.	9.63	do.		Credit previously allowed.
Gilberts, Ill.	W. P. James.	Fire.	50.00	Dismissed.		
Gilluly, Ill.	G. S. Rosarth.	Burglary.	1.15	Allowed.	1.15	
Do.	C. Wilkin.	do.	23.60	do.	23.60	
Girard, Ill.	M. V. Kitzmiller.	do.	237.12	do.	120.95	Part of the stolen property was recovered.
Glascow, Kans.	M. L. Hare.	do.	1.86	Disallowed.		Loss resulted from negligence of postmaster.
Do.	do.	In transit.	84.00	do.		Failure to remit as instructed.
Glenwood, Ga.	John Gardner.	Fire.	83.00	Allowed.	111.70	Do.
Gonzales, Tex.	W. V. Collins.	In transit.	100.00	Disallowed.		Loss resulted from negligence of postmaster.
Do.	W. C. Esquet.	Burglary.	171.49	do.	601.13	Money recovered.
Goodland, Ind.	H. H. Downing.	do.	624.73	Allowed.		
Goodman, Miss.	W. H. Doty.	In transit.	84.00	Dismissed.		
Goreville, Va.	Fannie Paxson.	Fire.	1.93	Allowed.	1.93	
Grafton, Mass.	M. Hickey.	Burglary.	27.46	do.	27.46	Failure to remit as instructed.
Grafton, Nebr.	A. W. Chase.	In transit.	25.09	Allowed.	25.09	No satisfactory proof of loss.
Grand Lake, Colo.	A. Adams.	Fire.	100.00	Disallowed.		Loss resulted from negligence of postmaster.
Grand Tower, Ill.	Jas. Crow.	In transit.	979.15	Allowed.	944.15	Failure to remit as instructed.
Granite Falls, Minn.	H. Bordewick.	Burglary.	16.85	Disallowed.		
Grays Flat, W. Va.	J. J. Talkington.	do.	20.00	do.		
Greeley, Nebr.	R. A. Martin.	In transit.	20.58	Allowed.	20.58	Loss resulted from negligence of postmaster.
Green Hill, Ky.	T. T. Galloway.	Fire.	7.27	Disallowed.		Do.
Green River, Wyo.	A. D. Dibble.	Burglary.	41.46	Allowed.	38.99	Failure to remit as instructed.
Greensburg, Mo.	J. Henry.	do.	22.66	Disallowed.		Loss resulted from negligence of postmaster.
Greunup, Ky.	W. M. Stevens.	do.	38.00	do.		
Greenwich, Cal.	J. R. Murray.	In transit.	30.26	Allowed.	30.26	
Greenwich, N. Y.	J. H. Mealey.	Burglary.	362.77	Disallowed.		
Greenwood, S. C.	R. R. Tolbert.	do.	18.49	Allowed.	18.49	
Gresham, Mo.	W. A. Winton.	Fire.	1.91	do.	1.91	Money recovered.
Grimes, Ohio.	Annie Plummer.	Burglary.	1.91	do.		No satisfactory proof of loss.
Do.	do.	In transit.	2.04	Dismissed.		
Groton, Conn.	Annie Pixley.	Burglary.	551.81	Allowed.	551.81	
Guersey, Ark.	J. A. Smith.	do.	Unknown.	Disallowed.		
Guinea City, Ohio.	D. A. Grounds.	Fire.	do.	Allowed.	7.06	
	N. H. Haywood.	do.	do.			

Haddock Station, Ga.	J. T. Finney	Burglary	5.00	do	5.00	Loss resulted from negligence of postmaster.
Hadleyville, Wis.	A. A. Goff	do	12.14	do	12.14	No proof of loss.
Hagerstown, Pa.	M. Maurer	Fire	4.80	do	4.80	
Hagerstown, Pa.	W. A. Singleton	do	74.00	do	76.57	
Halsborg, Tex.	A. A. Babcock	do	9.55	do	5.12	
Halsborg, N. Y.	R. J. Arnold	Burglary	20.95	Disallowed		
Hampton, Ga.	J. A. Florence	do	49.31	do		
Hampton, Ky.	W. H. Myers	do	24.00	Allowed	17.81	
Harford, Pa.	A. L. Tiffany	Burglary	39.34	do	39.34	Loss resulted from negligence of postmaster.
Harmon, N. C.	E. K. Howard	Fire	20.00	do	15.50	The greater part of the claim is for damaged stamps pro- vially credited.
Harlan, Iowa	J. B. Stutman	Burglary	3.98	Disallowed		
Harrisville, N. Y.	J. Weekes	Fire	259.44	Allowed	17.07	
Harvard, Nebr.	George W. Martin	do	132.65	do	119.06	No evidence of burglary.
Hassard, Mo.	M. C. Elliott	Burglary	2.40	Disallowed		
Hatton, Wis.	E. Dakins	Fire	3.10	Allowed	3.10	Loss fully covered by allowance for damaged stamps.
Havilah Cal.	G. Miller	do	Unknown	Withdrawn		
Hobsville, Md.	W. C. Riddle	Burglary	4.92	Allowed	4.92	
Hobson, Ill.	F. Rowe	do	6.00	do	6.50	Loss resulted from negligence of postmaster.
Hobson, Ill.	E. H. Harvey	do	123.60	Disallowed		Do.
Holenwood, Tenn.	J. C. Parker	do	3.00	do		
Holmeswood, N. Y.	W. J. Brewster	do	88.13	Allowed		
Highwood Conn.	J. P. Miller	do	288.18	Disallowed		
Holla, N. C.	J. G. Blanton	do	2.85	do		No proof of loss.
Homer, Ind.	T. T. Robertson	do	73.01	Allowed		Loss did not result from burglary.
Homer, La.	W. W. Brown	In transit	10.00	do	10.00	
do	do	do	10.00	do	20.21	
do	do	do	20.21	do	6.00	
Homer, Tex.	H. J. Mathews	Fire	6.00	do		
Honduras, Ind.	J. Ashbacher	In transit	Unknown	do		
Hopewell, Ark.	J. M. Kinzer	Fire	911.36	do	13.22	
Hopedale, Mass.	George A. Draper	Burglary	670.11	do	780.02	
Hornum, Kans.	B. Horan	do	6.30	do	645.49	
Hornville, Tenn.	A. Horn	do	6.30	do	6.30	
Host, Ala.	B. Butler	Fire	38.00	do	28.51	
Hudson, N. Mex.	May E. Hudson	do	Unknown	do	16.91	
Hudsonville, Mich.	C. K. Hoyt	do	56.00	do	47.73	Money recovered.
Humphrey, Ark.	M. T. Thoms	In transit	20.00	Disallowed		No proof of loss.
Humphrey, Mo.	P. W. Childester	Burglary	11.20	Disallowed		Loss resulted from negligence of postmaster.
Huntington, Mo.	S. C. Hendricks	do	6.20	do		No proof of loss.
Huntington, Vt.	George W. Sayles	Fire	Unknown	do		
Huntville, Wash.	W. A. M. Teel	Burglary	37.16	Allowed	37.16	
Huntville, Wash.	L. W. Goen	do	38.52	do	38.32	
Independence, Iowa.	A. Jones, Jr.	In transit	20.00	do		Failure to remit as instructed.
Indianapolis, Ind.	Larney	Larceny	2,438.00	Disallowed	2,438.00	Act of Mar. 8, 1892.
Indianola, Iowa	S. J. Spaulding	Burglary	957.65	do	957.65	
Ingleside, Pa.	W. M. Dougall	do	7.92	do	7.92	
Irontdale, Ala.	J. C. Wideman	do	163.78	do	163.78	
Ironton, Colo.	J. Winchester	Burglary	445.38	do	445.38	
Irvington, N. J.	Thos. H. Jones	do	18.07	do	18.07	
Ita, Miss.	J. M. Watson	Fire	6.50	do	6.50	
Jack Pine, Mich.	W. Edwards	Burglary	9.63	Disallowed		Loss resulted from larceny.
Jacksonville, Fla.	P. E. McMurray	Fire	112.99	Allowed	137.12	

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1892 (acts of March 17, 1882, and May 9, 1888)—Continued.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Jacksonville, Tex.	N. M. Fain.	Burglary	\$309.66	Allowed	\$309.66	
Jamesville, N. Y.	A. A. Wright	do	101.78	do	136.15	
Jefferson, W. Va.	H. E. Stone	Larceny	1.35	Disallowed		Not within the provisions of the statutes.
Jeromeville, Ohio	A. S. McConkie	Burglary	57.51	Allowed	57.51	Loss resulted from negligence of postmaster.
Jewett, Ill.	T. D. Morgan	do	15.00	Disallowed		Do.
do	do	do	22.00	do		Do.
do	do	do	14.64	do		
Julieburg, Mo.	W. A. Falkenstein	do	31.65	Allowed	30.35	
Juntura, Oregon	J. A. Sizemore	Fire	234.39	do	190.26	
Kabaka, Mo.	S. Neepor	Burglary	5.69	do		
Kalutuck, Idaho.	Mary M. Dye	In transit	93.00	Dismissed		Money recovered.
do	do	do		do		Do.
Kalmia, Md.	E. T. Monks	Fire	3.19	Allowed	3.19	
Keithsburg, Ill.	L. L. Meris	Burglary	195.90	do	201.17	
Kellis Store, Miss	W. Kella	Fire	22.18	do	21.78	
Kello, Mo.	Geo. G. Wright	Burglary	84.55	Disallowed		Loss resulted from negligence of postmaster.
Kennecor, Mo.	Chas. A. McCoy	Fire	6.36	Allowed	6.36	
Kennard, Pa.	Jno. C. Allen	do	10.32	do	8.86	
Kennett, Mo.	T. N. McManey	Burglary	5.64	do	5.64	
Kenton, Del.	W. H. Moore	do	5.00	Disallowed		Do.
Kernstown, Va.	M. C. Stayman	do	24.10	Allowed	24.10	
Keyport, N. J.	B. A. Lee	do	683.44	do	683.44	
Kilbourn, Ill.	R. M. Stephenson	do	111.89	do	111.82	
Kimbail, Neb.	B. F. Polley	In transit	31.00	Disallowed		
Kingsley, Mich.	D. E. Winkoop	Burglary	8.93	Allowed	2.85	Failure to remit as instructed.
Kings Mountain, N. C.	J. W. Brown	In transit	10.00	Disallowed		Do.
Kingson, Ark.	S. B. Grigg	Burglary	1.63	Allowed	1.63	
Kinsua, Pa.	S. Green	do	64.30	Disallowed		Loss resulted from negligence of postmaster.
Kittery, Me.	Jas. O. Trefethen	do	19.04	do		Do.
do	do	do	49.62	do	41.66	
Koahkomong, Wis.	J. W. Wentworth	do	25.76	Allowed	25.76	
La Canaan, Wash	H. MacMaster	do	17.20	do	17.20	
La Crosse, Mo.	A. B. Brunner	do	203.97	do	203.97	
Ladoga, Ind.	E. W. Linn	do	15.39	do	15.39	
La Grange, Tex.	W. S. Robson	do	29.00	do	29.00	
La Jara, Colo.	A. M. Darling	In transit	184.35	do	184.35	
Late City, Colo.	J. F. Steinbeck, acting	Burglary	111.46	do	111.45	
Late City, Minn.	M. J. Lemhan	do	359.00	do	210.28	
Lateville, Minn.	H. E. Johns	Fire	77.52	Disallowed		Do.
Lake Wacabue, N. Y.	W. McElroy	Burglary	72.33	do		Do.
Lancaster, Ind.	J. E. Brush	do	8.02	do		Do.
Lapland, Ind.	S. Clark	do	1.00	Allowed	1.00	
Lawrence, Ill.	J. M. King	do	70.00	do	48.00	
Lead Hill, Ark.	Geo. W. Thompson	In transit	102.00	do	102.00	
do	do	do		do		

Leaksville, Va.	M. Strickler	Burglary	34.06	do	34.06	The greater part of the property stolen was recovered. Loss resulted from negligence of postmaster.
Lebanon, Oregon	F. M. Miller	Fire	236.00	do	236.00	
Lee, Ill.	Thos. Nelson	Burglary	219.13	do	219.13	
Le Grange, Iowa	D. Ede	do	19.10	Disallowed	19.10	
Le Grange, Ind.	A. E. Simkins	do	2.00	Allowed	2.00	Do.
Lehigh, Ind.	A. H. Hatt	do	47.07	do	47.07	
Lehigh, Mo.	H. Shannon	do	28.13	do	28.13	
Le Roy, Ind.	E. Smith	do	18.81	do	18.81	
Levan, N. Y.	G. Love	do	88.63	do	88.63	Do.
Levensdale, S. C.	Geo. S. Ellis	do	35.67	do	35.67	
Levishurg, Tenn.	W. Leaphart	do	457.31	do	457.31	
Line City, Ohio	R. H. Hayes	do	6.47	do	6.47	
Linden, N. Y.	A. J. Brownberger	Fire	87.04	do	87.04	Do.
Linda Vista, Cal.	J. R. Newhall	Burglary	6.31	Disallowed	6.31	
Linden, N. J.	W. Gray	do	7.40	Allowed	7.40	
Linden, N. J.	J. B. McGready	do	8.56	do	8.56	
Lipscomb, Ind.	J. W. Douglas	Burglary	19.29	Disallowed	19.29	Money refunded by postmaster at Elvert, Va.
Liverbury, Ill.	J. H. Litter	do	16.14	Allowed	16.14	
Little Falls, N. J.	R. W. Furbeck	do	1.50	do	1.50	
Littleville, Ala.	Mrs. A. M. Brown	In transit.	3.79	Dismissed	3.79	
Lodge, S. Dak.	N. S. Martin	Fire	9.81	Allowed	9.81	No loss. No proof of loss.
Lodge, S. Dak.	J. T. Locke	In transit.	50.00	do	50.00	
Lone Elm, Kans.	H. P. Smith	do	7.56	Withdrawn	7.56	
Lone Pine, Va.	J. T. Noel	Burglary	2.75	Disallowed	2.75	
Long Branch, N. J.	J. T. Noel	Fire	191.49	Disallowed	191.49	Loss resulted from larceny.
Long Branch, N. J.	L. R. Williams	Burglary	43.79	Allowed	43.79	
Los Gatos, Cal.	J. H. Lyndon	Fire	574.00	do	574.00	
Louisville, Miss.	W. J. Wood	In transit.	30.00	Disallowed	30.00	
Louisville, Ohio	R. Erskine	do	20.00	Dismissed	20.00	Failure to remit as instructed. Money recovered.
Louisville, Pa.	N. S. Eberole	do	12.81	do	12.81	
Lula, Ga.	A. C. Gailey	Fire	14.48	Allowed	14.48	
Lumberton, Ala.	N. E. Turner, acting	do	12.41	do	12.41	
Lynn, Ala.	A. E. Lackey	Burglary	8.54	do	8.54	Do.
Lyle, Tex.	W. J. Gernard	do	19.00	do	19.00	
Maebeth, Pa.	I. C. Hinton	Fire	242.37	do	242.37	
Madison, N. Mich.	H. M. Mack	do	15.48	do	15.48	
Madison, N. Mich.	M. Stewart	Burglary	15.48	do	15.48	Failure to remit as instructed. Loss resulted from negligence of postmaster.
Madison, N. Mich.	L. C. ...	Fire	1.51	Dismissed	1.51	
Madison, N. Mich.	J. B. Powell	In transit.	151.00	Disallowed	151.00	
Madison, N. Mich.	A. A. Thews	do	83.27	Allowed	83.27	
Madison, N. Mich.	E. Weir	Burglary	18.49	Allowed	18.49	Failure to remit as instructed. Loss resulted from negligence of postmaster.
Madison, N. Mich.	W. H. Bundy	do	8.35	do	8.35	
Madison, N. Mich.	J. Stevenson	Fire	65.79	do	65.79	
Madison, N. Mich.	A. A. Thompson	Burglary	50.00	do	50.00	
Madison, N. Mich.	O. C. Nelson	In transit.	73.63	Disallowed	73.63	Failure to remit as instructed. Loss resulted from negligence of postmaster.
Mapleton, Kans.	E. P. Higby	Burglary	56.71	do	56.71	
Maplewood, Ill.	B. D. Thurber	do	106.63	do	106.63	
Marshall, Ala.	J. J. Patterson	Fire	30.00	Allowed	30.00	
Marshall, N. C.	W. A. Peck	In transit.	85.00	Disallowed	85.00	Failure to remit as instructed.
Marshall, N. C.	do	do	85.00	Allowed	85.00	

REPORT OF THE POSTMASTER-GENERAL.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Martinsburg, Mo.	H. R. Archer.	Burglary	\$29.06	Allowed	\$29.06	
Marydel, Miss.	W. M. Shields.	do	8.50	do	8.50	
Marysville, Utah.	F. C. Murray.	In transit	20.00	do	20.00	
Marysville, Ind.	Geo. E. Bowen.	Fire	17.04	do	17.04	
Maurice, Iowa.	A. Sherman.	Burglary	31.30	do	31.30	
Maxwell, Ind.	Jno. H. Lane.	do	3.02	do	3.02	
Maynard, Ga.	J. M. Sanders.	do	4.12	do	3.99	
Maywood, Ind.	C. H. Litterer.	Fire	Unknown.	do	77.75	
Maywood, Ky.	A. C. Martin.	Burglary	46.10	do	46.10	Loss resulted from negligence of postmaster.
McClanahan, Ala.	J. H. Voorhis.	do	32.11	Disallowed		
McDoe, Mo.	Mary S. McClanahan.	Fire	28.98	Allowed	13.32	
McGregor, Tex.	J. S. Beck.	Burglary	10.25	do	8.63	
McMinnville, Tenn.	H. A. Sparks.	In transit	28.38	Disallowed		Failure to remit as instructed.
McMinnville, Tenn.	E. J. Wood.	Burglary	50.33	do		Loss by burglary not proved.
Mechanicsstown, Ohio.	W. S. Stevens.	do	332.28	do		Do.
Meigs, Ga.	J. L. Beverly.	Fire	50.00	Allowed	41.23	
Meridian, N. Y.	C. Morley.	Burglary	32.09	do	32.09	
Metamora, Mich.	L. Y. Struble.	do	16.20	Disallowed		Not presented within the time required by statute.
Miami, Ind.	B. Herrell.	Fire	78.45	Allowed		
Mianus, Conn.	R. Bullwinkle.	do	Unknown.	do	74.03	
Middlebury Centre, Pa.	F. W. Starkey.	do	15.26	do	19.15	
Middlefork, Cal.	V. Metz.	do	Unknown.	do	15.26	
Midland, Ga.	W. W. Jenkins.	do	Unknown.	do	23.57	
Mill Creek, Ky.	F. S. Collins.	do	do	do	47.70	
Millis, Mass.	J. W. Farwell.	do	98.25	Disallowed		No evidence concerning amount lost.
Milton, Del.	A. H. Manship.	do	25.95	do	96.83	
Milton, Pa.	R. W. Correy.	Burglary	206.28	do	23.94	
Minidoka, Idaho.	J. Bigham.	do	9.45	do	206.28	
Minneapolis, Minn.	O. M. Laraway.	do	15,330.00	do	9.45	Part of the stolen property was recovered. Allowed under act of Sept. 30, 1890.
Mollie, Ind.	J. Buraworth.	Fire	Unknown.	do	11,115.38	Loss did not result from burglary.
Montauk, Mo.	T. Hickman.	Burglary	28.00	Disallowed	12.16	
Moody, Tex.	F. W. Vansant.	Fire	144.57	Allowed		Money refunded by postmaster at Blackburg, S. C.
Mooreboro, N. C.	W. W. Gilbert.	In transit	2.00	Dismissed	119.88	
Morganville, Pa.	T. E. Sands.	Fire	Unknown.	do	14.06	
Morgan, Ga.	Jno. Hasty.	In transit	5.00	Disallowed		Failure to remit as instructed.
Morrill, Pa.	T. K. Henderson.	Burglary	35.40	Allowed	35.40	
Morrisstown, N. J.	J. R. Runyon.	do	8.71	do	8.71	
Morse, Iowa.	J. C. Cole.	Fire	18.48	do	18.48	
Moscow, Mo.	J. H. Prather.	Burglary	24.02	do	7.90	
Mountain Creek, Ala.	T. J. Henderson.	Fire	9.10	Disallowed		Loss resulted from negligence of postmaster.
Mountaindale, Pa.	J. S. McCartney.	Burglary	43.83	do		Do.
Mountain View, Cal.	W. A. Clark.	do	54.30	Allowed	52.11	

		201. 80	201. 80			201. 80	201. 80
Mount Carmel, Pa.	G. A. Stecker	do	do	do	do	do	do
Mount Hamilton, Iowa	T. Waterhouse	do	do	do	do	do	do
Mount Sterling, Ala.	P. M. Smith	do	do	do	do	do	do
Mulvane, Kans.	S. S. Woodcock	do	do	do	do	do	do
Do.	do	do	do	do	do	do	do
Mundo, Kans.	S. Haff	do	do	do	do	do	do
Nantooke, Md.	E. S. S. Turner	do	do	do	do	do	do
Nashville, Ark.	E. E. Hudspeth	do	do	do	do	do	do
Nauvoo, Conn.	L. S. Monthrop	do	do	do	do	do	do
Nevada, Ky.	S. C. S. Vanardale	do	do	do	do	do	do
New Albany, Ind.	W. B. Godfrey	do	do	do	do	do	do
New Chambersburg, Ohio.	F. F. Barthol	do	do	do	do	do	do
New Era, Ind.	W. M. Hough	do	do	do	do	do	do
New Haven, Ky.	W. J. Spalding	do	do	do	do	do	do
New Haven Center, Mich.	R. Botaford	do	do	do	do	do	do
New Hope, Ark.	W. F. Beene	do	do	do	do	do	do
New Lyme Station, Ohio	C. J. Friabe	do	do	do	do	do	do
New Madrid, Mo.	S. S. Barnes	do	do	do	do	do	do
New Memphis, Ill.	H. J. Becker	do	do	do	do	do	do
Newton, N. C.	A. C. Blumentrand	do	do	do	do	do	do
New York, N. Y.	C. Van Cott	do	do	do	do	do	do
Ninrod, Minn.	Mary L. Williams	do	do	do	do	do	do
Ninroah, Va.	M. C. Leach	do	do	do	do	do	do
Norcross, Ga.	Correllis C. Jones	do	do	do	do	do	do
Normandy, Tenn.	W. B. McGiddy	do	do	do	do	do	do
Norstead, Minn.	John Burke	do	do	do	do	do	do
North Dartmouth, Mass.	W. Seabury	do	do	do	do	do	do
North Java, N. Y.	M. J. Merrill	do	do	do	do	do	do
North New Portland, Me.	J. Chase	do	do	do	do	do	do
North Pleasantville, Ky.	W. A. Bibb	do	do	do	do	do	do
Northport, Ala.	W. E. Bingham	do	do	do	do	do	do
Norton, Kans.	W. H. Hiles	do	do	do	do	do	do
Notasulga, Ala.	Mrs. E. E. Delbridge	do	do	do	do	do	do
Do.	do	do	do	do	do	do	do
Nunica, Mich.	O. S. Hunter	do	do	do	do	do	do
Oak Creek, Oregon	J. A. Cox	do	do	do	do	do	do
Oakdale, Mass.	S. Newton	do	do	do	do	do	do
Oakdale Station, Pa.	Susan A. McEwen	do	do	do	do	do	do
Ocheltree, Kans.	C. H. Moesman	do	do	do	do	do	do
Ogden, Iowa.	E. Billings	do	do	do	do	do	do
Oktibbeha, Miss.	P. W. Davis	do	do	do	do	do	do
Oncida, Kans.	L. R. Zahn	do	do	do	do	do	do
Onoville, N. Y.	S. W. Valentine	do	do	do	do	do	do
Oral, Mich.	H. L. Pruden	do	do	do	do	do	do
Orange Mills, Fla.	S. S. Lloyd	do	do	do	do	do	do
Oria, Mo.	S. P. Smith	do	do	do	do	do	do
Orleans, Nebr.	P. W. Fennessy	do	do	do	do	do	do
Orwell, N. Y.	E. S. Beecher	do	do	do	do	do	do

All the stolen property was recovered.

Loss occurred in daytime, through negligence of postmaster.

Loss resulted from negligence of postmaster.

Loss did not result from burglary.

Loss resulted from negligence of postmaster.

Loss resulted from larceny, through negligence of postmaster.

Loss resulted from negligence of postmaster.

No satisfactory proof of remittance.

Loss resulted from negligence of postmaster.

Loss resulted from negligence of postmaster.

Failure to remit as instructed.

Money refunded by transfer clerk in whose custody it was when lost.

Loss not satisfactorily proved, and claim not presented within the time required by statute.

Loss resulted from negligence of postmaster.

Failure to remit as instructed.

Do.

Loss did not result from burglary.

Failure to remit as instructed.

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1892 (acts of March 17, 1882, and May 9, 1888)—Continued.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Oasage, Ill.	C. M. Thornton	In transit.	\$2.97	Disallowed		
Oasco, Wis.	C. H. Shores	Fire	Unknown	Allowed	\$50.33	Failure to remit as instructed.
Oto, Ark.	J. R. Wapole	Burglary	\$12.78	Allowed	12.78	
Owensboro, Ky.	C. C. Watkins	In transit	7.60	Disallowed		Do.
Oxford, N. J.	M. J. Axford	Burglary	63.60	Allowed	63.60	
Ozark, Ark.	A. H. Boles	do	200.00	do	200.00	
Palmer, Tex.	C. C. Hargrove	In transit.	5.00	Disallowed		Do.
Palmer, Kans.	W. T. Palmer	Fire	30.28	Allowed	38.23	
Palmer, Ill.	B. H. Hailley	Burglary	58.85	do	54.85	
Palmer, Ky.	C. B. Kirtland	Fire	6.00	do	18.62	
Paradise, Fla.	J. Runkle	Larceny	Unknown	Disallowed		
Paris, Ind.	S. S. Clay	In transit.	20.00	do		Not within the provisions of the statute.
Paris, Ky.	W. C. Henry	Burglary	703.73	Allowed		No satisfactory proof of remittance.
Parkside, Pa.	M. C. Nelson	Fire	11.90	do	532.12	
Parkville, Ill.	John Fulton	Burglary	41.01	do	11.90	
Parkville, Mo.	W. S. Darrow	Fire	41.01	do	17.50	
Parrott, Colo.	Jas. H. Collard	Burglary	41.01	do	41.01	
Parsons, N. Mex.	T. W. Akins	In transit.	52.82	Disallowed		Loss not satisfactorily proved.
Paso, Wyo.	R. R. Pierson	Burglary	2.60	Allowed	2.60	
Pascakala, Ohio.	Sadie A. Case	do	13.66	do	13.66	
Paw Paw, Ill.	E. N. Stevens	do	30.41	do	30.41	
Paxton, Ill.	Geo. P. Johnson	In transit.	228.02	do	194.28	
Payette, Idaho.	do	do	31.00	Dismissed		Money recovered.
Pearson, Ga.	A. Crosby	do	62.21	do		Do.
Pedro, Mo.	H. Bradshaw	Burglary	113.64	Disallowed		Loss resulted from negligence of postmaster.
Peoria, Tex.	S. L. Howard	do	20.00	Allowed	20.00	
Perry, Ill.	W. Monic	do	134.74	do	134.74	
Perkins, Kans.	T. L. Falter	Burglary	62.37	do	57.48	
Perkins, Ohio.	R. N. Williams	Fire	3.57	do	5.23	
Perry, Fla.	M. W. Lundy	do	12.00	do	91.66	
Perry, N. Y.	D. Clark	Burglary	30.00	do	30.00	
Peterboro, N. H.	E. W. Jones	do	10.22	Disallowed		Do.
Petersburg, Ind.	W. C. Adams	do	18.70	Allowed	18.70	
Pewee, Mo.	A. D. Davis	do	461.36	do	392.36	
Pewaukee, Wis.	H. M. Mills	do	28.33	do	25.45	
Phillipsburg, Mo.	L. Preston	do	23.45	do	26.83	
Philpot, Ky.	J. N. Leib	In transit.	10.00	Disallowed		No proof of remittance.
Piedmont, W. Va.	J. N. Adcock	Fire	53.19	Allowed	53.19	
Pierces, Ky.	W. E. Heakitt	do	42.76	do	42.76	
Pierces, Ky.	J. A. Pierce	Burglary	8.56	do	8.56	
Pierport, Mich.	C. W. Perry	Fire	6.92	do	6.92	
Pierport, Mich.	do	Burglary	27.00	do	27.00	

Pikeville, Ky.	W. H. Sowards.	do	21.32	do	19.65	Loss resulted from negligence of postmaster.
Plot Hill, Cal.	John V. Logan	In transit	14.00	do	30.36	
Flora, Ind.	John East	Burglary	64.00	do	64.00	
Placerville, Ga.	J. D. Wilson	Fire	168.95	Disallowed	4.70	
Pleasant Prairie, Wis.	H. A. Kling	Burglary	17.14	Allowed	17.14	Loss did not result from burglary.
Polk Iowa.	G. W. McLean	Fire	3.53	do	3.53	
Pomeroy Pa.	W. H. Leede, Jr	do	20.74	do	20.74	
Ponca, Ill.	R. F. York	do	Unknown	do	117.16	
Pompey, N. Y.	J. V. Butts	Burglary	84.32	do	84.32	Money recovered.
Portage, Mich.	Ira Carleton	Fire	Unknown	do	14.37	
Port Townsend, Wash.	A. F. Learned	Burglary	749.29	do	645.29	
Pottersville, Iowa.	A. J. Jordan	do	1.95	Disallowed	11.39	
Putnam Station, N. Y.	L. L. Chapman	Fire	11.39	Allowed	23.22	Money refunded by a postal clerk in whose custody it was lost.
Qualla, Tenn.	R. P. Graham	Burglary	23.22	do	8.25	
Quinn City, Tex.	G. S. Qualls	Fire	Unknown	do	210.13	
Quincy, Iowa.	J. E. Reach	Burglary	271.14	do	64.18	
Randall, Ky.	I. H. Walker	do	64.18	do	24.72	Money recovered.
Randall, Mo.	R. Rankin	In transit	9.43	Disallowed	3.60	
Raymond, Ill.	I. C. Kahan	Fire	84.53	Allowed	24.72	
Rayville, La.	S. S. Tilden	do	3.60	do	3.60	
	Annie C. Liddell	In transit	178.00	Disallowed	38.07	Loss resulted from negligence of postmaster.
Red Bank, N. J.	D. H. Applegate	Burglary	38.07	Allowed	23.35	
Red Bulling Springs, Tenn.	W. S. Whitley	do	23.35	do	323.20	
Reeto, Tenn.	J. H. Springfield	In transit	4.45	Disallowed	8.21	
Reynolds, Ind.	P. Norlyke	Burglary	323.67	Allowed	298.93	Do.
Rice Depot, Va.	W. T. Hubbard	do	8.21	do	38.97	
Richland, Ill.	L. A. Tomlinson	do	8.63	Disallowed	78.22	
Richland, N. Y.	J. C. Knight	do	208.93	Allowed	23.91	
Rich Mountain, Ark.	T. B. Phelps	Fire	19.51	do	278.00	Do.
Riddles, Oregon.	E. D. Riddle	Burglary	8.96	Disallowed	27.13	
Riverton, Md.	R. P. Gravenor	Fire	32.00	Allowed	295.32	
Rivertown, Ga.	W. Z. Yates	do	Unknown	do	15.63	
Rock Mart, Ga.	H. M. Randall	Fire	23.94	do	49.89	Do.
Rock Springs, Wyo.	H. T. Menough	In transit	278.00	do	42.70	
Rockwood, Ohio	S. Bone	Burglary	27.13	do	60.44	
Rockwood, Tenn.	C. M. Hill	do	295.32	do	8.96	
Rogersville, Ala.	W. J. Furna	do	15.63	do	2.94	Money refunded by postmaster at Blacksburg, S. C.
Rolla, Iowa.	Geo. F. Spence	do	49.89	do	2.21	
Rolin, Mich.	Geo. T. Rice	do	18.96	Disallowed	15.11	
Romona, Ind.	S. A. Steel	do	43.30	Allowed	32.80	
Rosedale, Ind.	T. E. Evans	do	60.45	do	12.98	Failure to remit as instructed.
Roslyn, S. Dak.	H. H. Russell	Fire	10.94	do	48.34	
Rossville, Md.	W. Townsend	Burglary	2.64	do		
Ruble, Kans.	C. Lucand	do	2.21	do		
Rucker, Tenn.	W. P. Prator	Fire	15.11	do		Money refunded by postmaster at Blacksburg, S. C.
Russell, Pa.	S. R. Brown	do	42.55	do		
Ruth, Ky.	J. E. Cooper	do	Unknown	do		
Rutherfordton, N. C.	G. W. Holde	In transit	37.00	Disallowed		
Salina, Mo.	C. Timbell	Fire	47.75	Allowed		Failure to remit as instructed.
St. Joseph, Mich.	J. A. Canavan	In transit	50.01	Disallowed		

EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1893 (ends of March 17, 1892, and May 9, 1893)—Continued.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Salt Creek, Colo.	J. W. Case	Burglary	\$3.48	Disallowed	.....	No satisfactory proof as to amount lost.
Saltino, Neb.	A. Z. Reel	Fire	2.40	Allowed	\$3.40	Money recovered.
Saltville, Ind.	S. J. Wilson	In transit	4.82	Dismissed	.....	Failure to remit as instructed.
Salt Vale, N. Y.	W. Hunter	Fire	Unknown	Allowed	51.85	No satisfactory proof of loss.
Salubria, Idaho	R. E. Wilson	In transit	20.00	Disallowed	.....	Loss resulted from negligence of postmaster.
San Augustine, N. Mex.	W. I. Shedd	Fire	364.81	do	.....	Do.
San Diego, Mich.	J. P. Tolford	Burglary	68.32	do	.....	Failure to remit as instructed.
San Diego, Tex.	George Bidlet	do	8.99	do	.....	Do.
Sandoval, Ill.	J. L. Robertson	In transit	20.00	do	.....	Do.
Sandy Creek, N. Y.	R. C. Johnston	Burglary	208.13	Allowed	208.13	Do.
Santa Monica, Cal.	W. S. Vawter	do	1,000.83	do	1,000.83	Do.
Saratoga, Ark.	T. H. Ficks	In transit	21.00	Disallowed	.....	Do.
Saratoga, Wyo.	Mary S. Ferguson	do	1.74	do	1.74	Do.
Saundersville, Ohio.	J. H. Saunders	Burglary	90.00	Allowed	90.00	Do.
Savanna, Ind. T.	D. M. Hailey	do	90.00	do	9.86	Loss resulted from negligence of postmaster.
Saville, Ala.	G. W. Rhodes	Fire	Unknown	do	73.79	Do.
Savoy, Pa.	E. H. Houghton	do	73.79	do	.....	Do.
Saxonburg, Pa.	H. Stueben	Burglary	125.88	Disallowed	60.37	Loss resulted from negligence of postmaster.
Saybrook, Ill.	James Thompson	Fire	60.37	Allowed	57.70	Do.
Scandia, Kans.	William Walker	do	84.40	do	10.68	The greater part of the stolen property was recovered.
Seabrook, N. Y.	S. T. Moore	Burglary	50.17	do	84.73	Do.
Seabrook, N. Y.	C. T. Titus	do	18.50	do	20.45	Do.
Sea Bright, N. J.	J. F. Hoack	do	84.35	do	84.35	Do.
Seatonville, Ill.	C. L. Walters	Fire	84.60	do	20.60	Do.
Sedalia, Colo.	Jas. Greig	do	70.24	do	70.24	Do.
Sedgwick, S. Dak.	Cres. McIntire	Burglary	25.00	do	25.00	Do.
Sedley, Ind.	W. H. Triplett	Fire	1.98	Disallowed	.....	Failure to remit as instructed.
Sedux, Ind.	W. A. Judd	In transit	25.00	do	.....	Do.
Seymour, Conn.	A. E. Jones	Fire	25.00	Allowed	25.00	Do.
Shawburg, Ky.	W. W. Smith	do	83.18	do	83.18	Do.
Shawtown, Ohio	Mrs. M. E. Wood	Burglary	143.25	do	132.33	Do.
Sheeder, Pa.	J. A. Kelly	do	76.70	do	78.24	Do.
Shelby Springs, Ala.	T. C. Miller	do	Unknown	do	44.76	Do.
Shelter Island, N. Y.	Mary M. Baker	Burglary	17.80	do	17.80	Do.
Sherridan, Cal.	A. E. Havens	Fire	63.08	do	58.48	Do.
Sherman, Mich.	Y. Dougherty	do	10.00	do	27.80	Do.
Sherwood, Mich.	E. W. Wheeler	In transit	74.00	Dismissed	.....	Money refunded by postal clerk in whose custody it was lost.
Shidney, Iowa	W. R. Mandigo	Burglary	15.78	Allowed	15.78	Do.
Silver Creek, Neb.	J. A. McIntire	do	218.96	do	116.96	Do.
Silverville, N. Y.	J. W. Riddle	do	94.89	do	94.89	Do.
Singer, Va.	J. T. Spear	Disallowed	191.59	Disallowed	Loss resulted from negligence of postmaster.
	Pattie B. Yeatman	Fire	8.75	Allowed	8.75	Do.

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EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1892 (acts of March 17, 1888, and May 9, 1888).—Continued.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Temecula Station, Cal.	F. E. Machado	Fire	\$48.41	Allowed	\$46.80	
Tennessee City, Tenn.	D. Rice	do	4.50	do	4.50	
Tennille, Ala.	Eliza H. Snider	do	Unknown.	do	24.13	
Theresa, Fla.	B. E. Van Buren	Burglary	8.23	Disallowed		Loss resulted from larceny.
Thistle, Va.	A. S. Rudd	Fire	25.50	Allowed	25.50	
Thomasville, Ill.	J. H. Lloyd	Burglary	37.40	do	23.00	Claim, including damaged stamps, previously credited.
Thompson, Ohio	J. N. Strong	Fire	110.13	do	58	
Thornmont, Mich.	W. Raddock	Burglary	58	do	45.42	
Thoroughfare, Va.	Geo. C. Robinson	Fire	Unknown.	do	40.47	
Thurman, Ohio	D. H. Davis	Burglary	40.47	do		
Timpson, Tex.	J. D. Blankenship	In transit	297.00	Disallowed		Failure to remit as instructed.
Tippecanoe, Ind.	W. Yaser	Burglary	32.42	do		Loss resulted from negligence of postmaster.
Tip Top, Ky.	Geo. C. Scheible	do	20.62	Allowed	18.66	
Tokena, S. C.	W. S. Pritchard	In transit	3.13	Disallowed		Failure to remit as instructed.
Tracy, Mo.	J. J. Enmond	Burglary	52.83	Allowed	51.67	
Tranquillity, Ohio	F. G. Blair	do	81.63	do	4.34	
Traxler, Iowa	C. C. Stevenson	do	2.50	do	31.49	
Tripoli, Iowa	S. P. Hale	Burglary	31.70	do		Loss resulted from negligence of postmaster.
Trumbull, Ill.	John Coona	do	10.63	Disallowed		
Troy, Ill.	A. R. Sudgrass	do	319.44	Allowed	242.84	
Truitt, Md.	J. H. Truitt	Fire	3.50	do	26.73	
Tunis Mills, Md.	E. Mehl	do	27.53	do		No satisfactory proof of loss.
Tunneton, Ind.	A. S. Wilcox	Burglary	14.20	Disallowed		
Turner, Conn.	P. W. Turner	do	63.70	Allowed	61.70	
Uncasville, Conn.	F. E. Fowler	Burglary	3.67	Disallowed		Loss resulted from negligence of postmaster.
Union Level, Va.	M. E. Simmons	Fire	23.01	Allowed	31.57	
Utter, Mo.	J. B. Otterback	do	11.73	do	11.73	
Vails Mills, N. Y.	E. Voshburgh	do	4.30	do	4.30	
Valley, Ky.	W. W. Wilkin	Burglary	8.84	do	8.84	
Vallonia, Ind.	P. E. Stage	do	6.66	do	6.66	
Vasucio, Oregon	P. E. Killian	do	100.00	do	77.13	
Van Wert, Iowa	Jno. Corbett	In transit	5.00	do	5.00	
Veedersburg, Ind.	J. W. Cronk	Burglary	163.23	do	163.23	
Versailles, Ky.	J. N. Reid	do	2.45	do	2.45	
Vesuvius, Va.	J. W. Cash	do	11.22	Disallowed		Do.
Vibbard, Mo.	W. W. Tiffin	do	45.74	Allowed	17.50	Part of the loss resulted from negligence.
Do	do	do	88.21	do	88.21	Money recovered.
Victoria, Kans.	H. Knoche	In transit	20.00	Disallowed		
Victoria, Mo.	C. Marsden	Burglary	7.66	do	7.66	
Viles, Ind.	F. C. Dunn	Fire	15.59	Allowed	14.44	
Vine Grove, Ky.	Geo. W. Deekard	Burglary	24.37	do	22.37	
Vineyard, Ark.	J. A. Sullivan	Fire	39.90	do	58.73	
Vivian, Ga.	J. C. White	do	13.70	do	4.50	

Locality	Crime	Amount	Disposition	Remarks
Way, Neb.	Burglary	23.28	Disallowed	Loss resulted from negligence of postmaster.
Waldell, Cal.	Fire	71.66	Allowed	
Waldo, Idaho	Burglary	60.78	do	
Waldport, Oregon	do	18.54	do	
Wallace, Cal.	do	3.07	do	
Walnut Hill, Mass.	do	86.17	do	
Walton, Ky.	do	33.13	do	
Washburn, Wis.	do	10.00	Disallowed	Do.
Washington, W. Va.	do	2.08	Allowed	No proof of loss.
Watson, Minn.	Fire	178.83	Disallowed	Amount refunded by a railway postal clerk who lost it.
Watts, Ill.	Burglary	8.65	Disallowed	Money recovered.
Watson, Minn.	Fire	16.77	Allowed	Do.
Waycross, Ga.	Burglary	1,024.38	Disallowed	Not within the provisions of the statutes.
Waycross, Ga.	Fire	112.00	Allowed	
Webb City, Mo.	Larceny	34.09	Disallowed	No proof of remittance.
Welch's Creek, Ky.	Burglary	30.76	Allowed	Part of the stolen property was recovered.
Wentzville, Mo.	do	29.70	do	
West, Miss.	Fire	33.35	Disallowed	Loss resulted from negligence of postmaster.
West Burlington, Iowa	In transit	2.22	Allowed	
Westerville, Ohio	Burglary	188.00	Allowed	
West Henrietta, N. Y.	do	42.93	do	
West Newfield, Me.	do	58.05	Disallowed	Failure to remit as instructed.
Weston, Oregon	do	9.00	Allowed	Loss resulted from negligence of postmaster.
Westport, Cal.	Fire	8.31	do	No loss proved.
Westport, N. Y.	do	26.47	do	
Westport, Cal.	Burglary	6.42	Disallowed	No satisfactory proof as to amount lost.
West, Ala.	do	2.00	Allowed	
West, Ala.	do	28.98	Disallowed	Loss resulted from negligence of postmaster.
West, Ala.	do	20.00	Withdrawn	Money found.
Whelan, Ohio	In transit	2.70	Allowed	
Whelan, Ohio	Burglary	46.35	do	
Whelan, Ohio	do	201.48	do	
Whelan, Ohio	Fire	80	do	
Whelan, Ohio	Burglary	31.00	Disallowed	Part of the stolen property was recovered.
Whelan, Ohio	do	14.92	Disallowed	No satisfactory proof as to amount lost.
Whelan, Ohio	do	1.52	Allowed	Loss resulted from larceny.
Whelan, Ohio	do	10.49	Allowed	

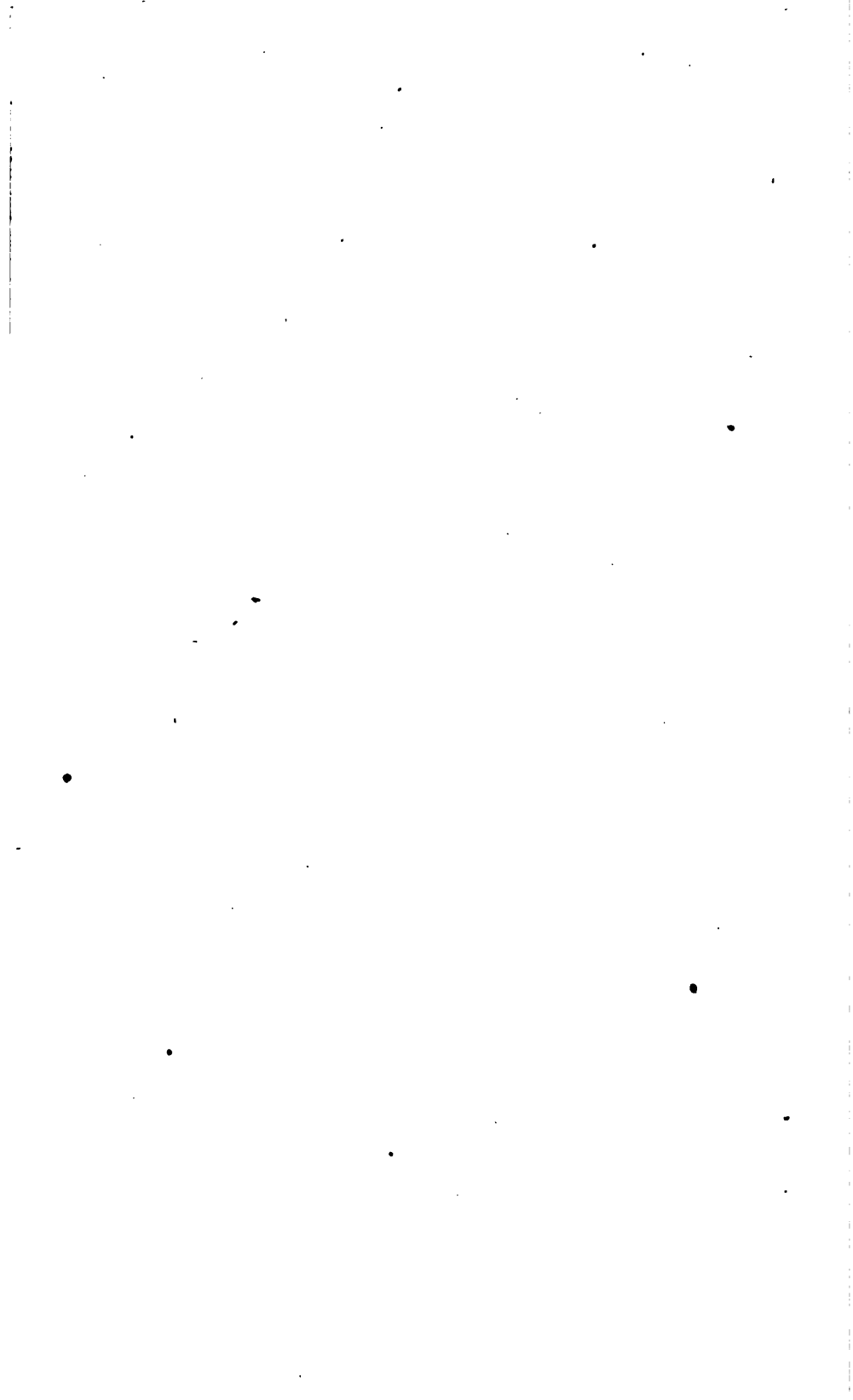
EXHIBIT A.—List of claims on account of loss by fire, burglary, etc., acted upon by the Postmaster-General, from July 1, 1891, to June 30, 1892 (acts of March 17, 1882, and May 9, 1888)—Continued.

Post-office.	Postmaster.	Cause of loss.	Amount claimed.	Disposition.	Amount allowed.	Remarks.
Woodlawn, Ala.	R. C. Delony	Fire	\$19.80	Allowed	\$19.80	
Woods Falls, N. Y.	W. W. Wood	do	37.49	do	36.29	
Wood Station, Ga.	S. G. Wilbanks	do	9.50	do	9.50	
Woodville, Mo.	J. R. Daniel	Burglary	34.56	do	34.56	
Wyeville, Wis.	C. M. Brooks	Fire	16.67	do	16.67	
Wyoming, N. Y.	R. W. Pearson	do	82.10	do	82.10	
Yantic, Mont.	R. W. Main	do	Unknown.	do	54.39	
Yarmouth Port, Mass.	A. Hallet	Burglary	33.56	Disallowed		Loss resulted from negligence of postmaster.
Yell, Tenn.	L. V. Cochran	Intimidation	5.23	do		Failure to remit as instructed.
York, Pa.	J. B. Small	Burglary	223.86	Allowed	223.86	
Yorkville, Ga.	J. P. Ogletree	do	17.10	do	6.80	
Zoe, Kans.	J. G. Burton	Fire	60.00	do	60.88	
Zumbrota, Minn.	L. D. Warren	Burglary	447.40	do	447.40	
					60,134.90	

RECAPITULATION.

Claims allowed	617
Claims disallowed, withdrawn, or dismissed	240
Total acted upon	857

REPORT
OF THE
TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT
FOR
1892.



REPORT

OF THE

TOPOGRAPHER OF THE POST-OFFICE DEPARTMENT.

POST-OFFICE DEPARTMENT,
TOPOGRAPHER'S OFFICE,
Washington, D. C., November 4, 1892.

SIR: I have the honor to submit herewith the annual report of this office for the fiscal year ended June 30, 1892.

This office publishes bimonthly post-route maps of the different States and Territories of the United States, comprising 26 maps, for the use of the postal service and the general public.

These maps are fully illuminated, and each successive edition is corrected to date of issue, forming a continuous history of the progress and changes of post routes. The maps are now produced at less expense than formerly and in greater numbers; but the Department finds it impossible to supply the demand, as the publications thereof are limited.

A price list of the post-route maps for each fiscal year, which varies in accordance with the contract price for that year, is prepared by the topographer of the Post-Office Department for use in the postal service and by the general public. The Postmaster-General is authorized by law to sell these maps to the public at cost of printing and 10 per cent additional. Copies are forwarded to applicants, postage paid, on receipt of price.

During the past fiscal year the work of this office, consisting in the preparation and publication of post-route maps, the construction of new maps to replace those either worn out from long usage or requiring new compilations, and the miscellaneous routine duties, has been accomplished to the full capacity of the force employed.

In addition to the above work, the current work, forming the greater part of the duties of the employes of this office, the correcting to date of issue the working maps, sample sheets, and the establishments and changes in post-offices and changes in service entered into books, classified by States, etc., as well as the engraver sheets for the contractor, and the diagrams in daily use for reference by the officers and clerks of the Department, has been performed with care and accuracy.

The numerous applications for post-route maps received by this office, for the use of the general postal service, purchasers, educational and scientific institutions, Senators and Members of the House of Representatives, committees of Congress, and other Government Departments, have invariably received prompt attention. The post-route maps are in constant and urgent demand, not alone by the different offices of the postal service, but also by the other departments of the Government and the general public.

MAP WORK.

1. *Construction of new maps.*—New post-route maps to take the place of provisional copies hitherto in use of the States of Colorado, in two-sheet form; Michigan and Wisconsin, in two-sheet form, and Alaska Territory, in one-sheet form, have been completed and published in the past fiscal year. New maps of the States of Virginia and West Virginia, in four-sheet form; Louisiana, in two-sheet form, and Arkansas, Oklahoma, and Indian Territory, in two-sheet form, are now in course of preparation.

In my former report I referred to the working surfaces of some of the lithographic base stones, the work on which had become unserviceable from the long use and repeated corrections and additions these surfaces had been subjected to since 1883, and recommended that the topographer be authorized to devise plans by which, especially in the cases of those maps whose originals are on copper plates and whose water surfaces are represented by water lines, these maps may be renewed.

I am happy to state that plans have been devised by which these maps can be renewed, and we have already renewed the map of Michigan and Wisconsin by these methods with perfect success; also a further improvement is being made by substituting blue, in stipple work, in the cases of those maps whose water surfaces are represented by water lines which are completely worn out and blurred.

2. *Submaps.*—There have been completed, on an enlarged scale, for photolithography and transferred to their respective base stones, two submaps, viz: Louisville, Ky., and its environments, the territory embraced in this special drawing being overcrowded on the general edition of post-route maps, and a corrected submap of the eastern shore of Virginia.

3. *Special diagrams.*—Sample diagrams of the States of Indiana, Texas, New York, North and South Dakota, California, Nevada, Arizona, Idaho, Montana, New Mexico, Oregon, Washington, and Utah have been prepared for the Railway Mail Service for the use of the employés of that service. Ten thousand sheets of these diagrams, comprising fourteen States and Territories, have been printed and furnished to the general superintendent of the Railway Mail Service, exhibiting the railway postal lines and their connecting side mail routes. These diagrams are printed in black only, and are made up from transfers from the base stones of the post-route maps, it being found too expensive to supply the numerous employés of that service with the elaborate maps of the general edition.

4. *The preparation of the bimonthly editions of the post-route maps of the United States.*—In the preparation and publication of the bimonthly revised editions of the post-route maps by means of prints from lithographic stones, the drafting force of this office has prepared for the contractors 720 correction sheets for the black work and 360 color-correction sheets for the color work. The work on these lithographic stones, during the interval between each edition, is brought up, by means of these corrected sheets, to the latest possible exhibit of the existing postal service. Also 360 sample sheets, showing the monthly changes in the postal service, have been "kept up" by the draftsmen. These sample sheets are used by the map correctors in bringing up the postal service on the published editions of maps that may be on hand in the intervening month.

5. *Diagrams.*—For the daily use of the officers and clerks of the several bureaus of the Post-Office Department, 11 complete sets of postal diagrams, comprising in all 286 maps, have been corrected monthly to the latest date. These diagrams graphically exhibit the mail service throughout the extent of the United States as actually in operation at the beginning of each month.

In addition to this series of diagrams there have been furnished at longer intervals than a month 325 maps for the use of the Postmaster-General, salary and allowance, finance, and inspection divisions, and other officers of the Department. Also 260 special maps, in book form, for portable use, on thin paper, have been prepared for the use of the post-office inspectors.

MISCELLANEOUS ROUTINE WORK.

(1) Fourteen thousand three hundred and three corrections and additions have been made on the post-route maps, consisting of establishments and changes in post-offices and changes in service. All of these items have been transferred to working maps, sample and correction sheets, and entered in books classified by States, etc., for the use of the draftsmen.

(2) The regular bimonthly editions of the past fiscal year, including extra copies, consisted of 8,034 post-route maps. Of this number 7,644 maps, comprising 19,917 sheets, have been distributed.

The greater part of this distribution was to postmasters, post-office inspectors, officers and clerks of the Railway Mail Service, diagrams for the use of the officers and clerks of the Post-Office Department, the remainder being furnished on request to Senators and Members of the House of Representatives, committees of Congress, and, when available, to other departments of the Government, purchasers, and educational and scientific institutions.

In order that these maps may be of greatest use in the various branches of the postal service, 3,392 copies or 44 per cent have been mounted on rollers or bound in folio or octavo form for portable use. A detailed statement of this distribution of maps is appended, with a side comparison with numbers issued for the fiscal year preceding.

The sales of post-route maps, as authorized by law, amounted during the past fiscal year to \$1,037.52.

(3) The miscellaneous correspondence comprised 7,067 letters written upon the various subjects pertaining to the detail of the office. The number of letters received was 6,081.

In order to procure and locate correctly the lines of railroads 124 letters of request have been addressed to engineers and other officers of the railroads, inclosing a tracing or map of the section of country through which the road passes, to have marked thereupon, or upon a map of their own, the correct line, with intermediate distances, for transference to the maps of this Department.

Two thousand five hundred and ninety queries have been sent to postmasters to obtain the precise location of these post-offices, such being necessary when the description in the papers furnished through the appointment office is found inadequate.

This office has been called upon to furnish for other departments of the Government certificates of distances by post routes required in the settlement of mileage accounts by officers of the public service; 1,217 letters have been answered, covering 1,841 distance queries.

Lists of counties in the United States and lists of distances of the shortest post routes between the larger and more important places have been furnished for the United States Official Postal Guide.

I respectfully submit that in the appropriation bill the usual proviso be inserted that the Postmaster-General is authorized by law to sell the post-route maps to the public at cost of printing and 10 per cent additional.

It is with pleasure that I testify to the general faithful and efficient work of the employés of this office.

A condensed statement of the work performed in the topographer's office for the fiscal year ended June 30, 1892, is herewith added.

Very respectfully,

C. ROESER, Jr.,
Topographer, Post-Office Department.

HON. JOHN WANAMAKER,
Postmaster-General, Post-Office Department.

Detailed statement of post-route maps issued during the fiscal year ended June 30, 1892, with comparison with the distribution during the preceding year.

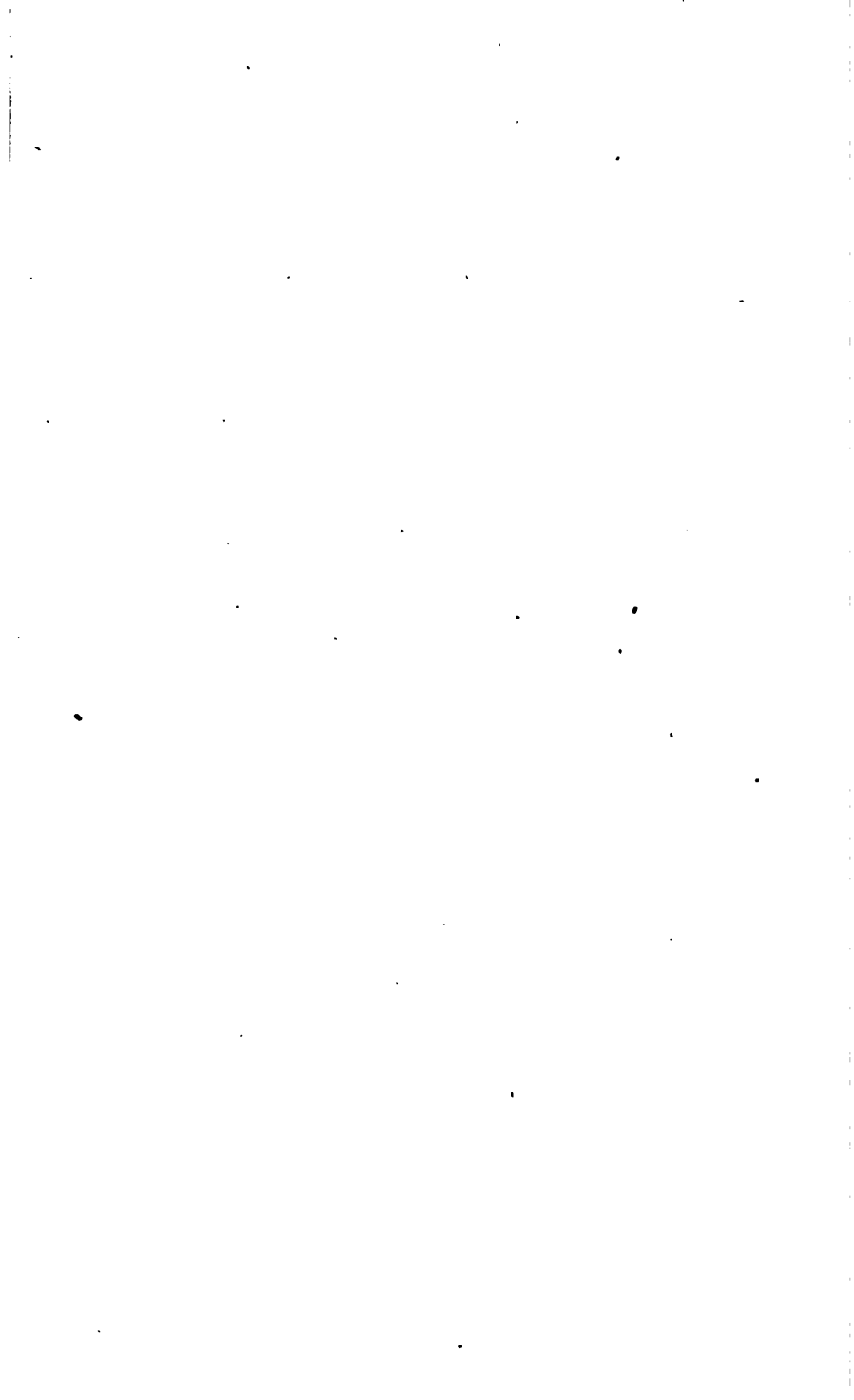
To whom furnished.	No. of maps issued during the fiscal year ending—	
	June 30, 1892.	June 30, 1891.
Postmasters	1,361	1,527
Post-office inspectors	306	56
The Railway Mail Service (besides diagrams)	2,293	2,334
Post-Office Department (officers and clerks)	1,414	1,349
Purchasers	1,435	1,096
Miscellaneous (including Senators and Members of the House of Representatives, committees of Congress, officers of other Government departments, and educational and scientific institutions)	835	758
Total	7,644	7,120

Total maps issued during 1892.....sheets.. 19,917
Total maps issued during 1891.....do..... 18,955

Condensed statement of work performed in the topographer's office during the fiscal year ended June 30, 1892.

Construction of new maps in sheets	5
Submaps	2
Special diagrams for the Railway Mail Service (10,000 sheets)	14
Extra post-route maps, in book form, for post-office inspectors	250
Correction, color correction, and sample sheets	1,440
Diagrams "kept up" monthly for Post-Office Department	286
Diagrams furnished every two months	325
Corrections and additions to post-route maps	14,303
Letters received	6,081
Letters written	7,067
Railroad letters and tracings sent out	124
Certificates of distances (covering 1,841 calculations)	1,217
Circular queries to postmasters	2,590

REPORT
OF THE
FIRST ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDING JUNE 30, 1892.



REPORT

OF THE

FIRST ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE FIRST ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 5, 1892.

SIR: A vacancy having occurred in the office of First Assistant Postmaster-General, by reason of the resignation of Hon. S. A. Whitfield, it is incumbent upon me, as the chief clerk of the office, to perform the duties pertaining thereto, in accordance with the requirements of section 178 of the Revised Statutes, as follows:

In case of the death, resignation, absence, or sickness of the chief of any bureau, or of any officer thereof, whose appointment is not vested in the head of the Department, the assistant or deputy of such chief or of such officer, or, if there be none, then the chief clerk of such bureau, shall, unless otherwise directed by the President, as provided by section one hundred and seventy-nine, perform the duties of such chief or of such officer until a successor is appointed or such absence or sickness shall cease.

I have the honor, therefore, as Acting First Assistant Postmaster-General, under the provisions of the statute above quoted, to submit the following as the annual report of the office for the fiscal year ending June 30, 1892.

ORGANIZATION.

The office of the First Assistant Postmaster-General, as at present constituted, consists of the Division of Salaries and Allowances, the Division of Post-Office Supplies, the Division of Free Delivery, the Dead Letter Office, the Money Order Office, and the Division of Correspondence; the Dead Letter Office and the Money Order Office, which previously held independent positions in the organization of the Department, and the Division of Correspondence, heretofore connected with the office of the Assistant Attorney-General, having been, by order of the Postmaster-General of August 1, 1891, transferred to this office, at which time also the Division of Appointments and the Division of Bonds and Commissions were detached therefrom and assigned to the office of the Fourth Assistant Postmaster-General.

DIVISION OF SALARIES AND ALLOWANCES.

DUTIES ASSIGNED TO SALARY AND ALLOWANCE DIVISION.

The work of this division will be better understood by noting the following concise statement of the chief duties assigned to it, viz: The annual adjustment of the salaries of Presidential postmasters or postmasters of the first, second, and third classes; consideration of applications for clerk hire, rent, fuel, light, furniture, and miscellaneous and incidental items for first and second class post-offices; also for rent, fuel, and light for third-class post-offices, and for clerical assistance in separating mails at third and fourth class post-offices; examination of the quarterly returns or accounts of postmasters at offices of the first and second classes before being finally passed by the Auditor of the Treasury for the Post-Office Department; the adjustment and regulation of salaries and duties of employes attached to first and second class post-offices; the leasing of premises for post-offices; the establishment of stations in connection with the larger post-offices; the consideration of all matters relative to changing the site or location of Presidential post-offices; the supervision and regulation of box-rent rates and deposits for keys for lock-boxes; and the management of the large and constantly increasing correspondence relative to the subject-matters stated.

New legislation has imposed additional important duties on this division as follows:

By the act which provides for compensating clerks employed on money-order account of offices of the first and second classes from the annual appropriation for clerk hire. In accordance with this act the adjustment of salaries and duties of money-order clerks at first and second class post-offices is now made through this division, while the commissions accruing on money-order account are returned, under existing law, as a part of the revenue of the Department. The duties have been largely increased by the law which requires an annual instead of a biennial adjustment of the salaries of Presidential postmasters to take effect from the beginning of each fiscal year (July 1).

Additional duties of an important character have also been assigned to this division under the act of Congress relative to the classification of and salaries of clerks and employes attached to first and second class post-offices, and also by the act which provides for leaves of absence for not exceeding (15) days in any one fiscal year, with full pay, for the said clerks and employes.

The act of Congress authorizing allowances for rent, fuel, and light for third-class post-offices has also caused a large increase in the work of this division. The adjustment made to take effect July 1, 1892, resulted in the assignment of 2,381 offices to this (third) class from the date named.

The various operations of the salary and allowance division during the past fiscal year are concisely stated in the following table:

Operations of the salary and allowance division for the fiscal year ended June 30, 1892.

Items.	Fiscal year 1891-'92.	
	Total number.	Aggregate of allowances.
Letters received	39,629	
Letters written	58,182	
Circular letters sent out	34,237	
Allowances for clerk hire made	11,734	
Total allowed for clerks in post-offices		\$7,951,832.00
Allowances for clerk hire declined	4,401	
Allowances for rent, fuel, and light made	18,980	
Total amount allowed for rent, fuel, and light		1,265,437.09
Allowances for rent, fuel, and light declined	2,760	
Allowances for miscellaneous items made	17,899	
Total allowed for miscellaneous items		120,530.77
Allowances for miscellaneous items declined	2,677	
Allowances for furniture made	1,570	
Total allowed for furniture. (See amount miscellaneous)		
Allowances for furniture declined	1,371	
Allowances for advertising made	597	
Total allowed for advertising		14,072.00
Allowances for advertising declined	586	
Cases sent to chief post-office inspector for information	2,020	
Fourth-class post-offices, reported by the Auditor when the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions	217	
Fourth-class offices assigned to the Presidential class	216	
Aggregate required to pay the salaries of postmasters at the above Presidential offices (216 for one year)		226,100.00
Special adjustments of postmasters' salaries	217	
Aggregate sum required to pay the above increased salaries for one year		227,100.00
Postmasters' salaries reduced and discontinued	25	
Aggregate amount saved by salaries reduced and discontinued as above		45,100.00
Total salaries of postmasters adjusted during the year	3,414	
Aggregate salaries involved in the adjustments (3,414) as above		5,623,100.00
First-class post-offices (salary of postmaster, \$3,000 to \$6,000 a year)	138	
Second-class post-offices (salary of postmaster, \$2,000 to \$2,900 a year)	658	
Third-class post-offices (salary of postmaster, \$1,000 to \$1,900 a year)	2,381	
Total Presidential post-offices July 1, 1892	3,177	
Total required for salaries of Presidential postmasters (3,177 as above, for one year)		5,396,000.00
Allowances for clerk hire reduced and discontinued	83	
Amount saved by clerk hire reduced and discontinued		16,181.00
Allowances for rent, fuel, and light reduced and discontinued	211	
Amount saved by rent, fuel, and light reduced and discontinued		27,754.00
Lease cases prepared	328	
Leases in operation	557	
Total amount involved under said leases		550,614.00
Employees (average)	12.5	

The letters received during the fiscal year ended June 30, 1892, numbered 39,629, being an increase of 3,402, or 9.4 per cent, as compared with the same item for 1891. In addition to these letters, certified copies of the quarterly returns of Presidential post-offices for the four quarters ended March 31, 1892, numbering 13,299, were received and considered, as well as the rosters of clerks and employés attached to 138 first-class and 658 second-class offices and stations connected therewith. Fifty-eight thousand one hundred and eighty-two letters were written, being an increase of 10,329, or 21.6 per cent, as compared with 1891. Thirty-four thousand three hundred and thirty-seven circular-letters were mailed, being an increase of 2,380 as compared with the previous year. Eleven thousand seven hundred and thirty-four allowances for clerk hire were made, being an increase of 2,787, or 31.2 per cent, as compared with 1891; 4,401 allowances for clerk hire were declined. Eighteen thousand nine hundred and eighty allowances for rent, fuel, and light for first, second, and third class postoffices were made, being an increase of 3,507, or 22.7 per cent, as compared with 1891; 2,760 allowances for rent, fuel, and light, were declined. A good percentage of these applications were declined for the reason that, under existing law, the maxi-

mum amount which could be allowed for rent for an office of the third class was \$400, and the maximum sum which could be approved for fuel and light for an office of the same class was \$60 a year.

Seventeen thousand eight hundred and eighty-nine allowances for miscellaneous and incidental items were made, being an increase of 2,395, or 15.5 per cent, as compared with 1891. Five hundred and ninety-seven allowances for advertising were made and 586 allowances for advertising declined.

Two hundred and seventeen post-offices of the fourth class were reported by the Auditor whereat the annual compensation of the postmaster amounted to \$1,000 for four consecutive quarters, exclusive of money-order commissions. Of this number 216 officers were assigned to the third class, the aggregate of salaries thereat making a total of \$227,100. The total number of salaries of Presidential postmasters adjusted during the year amounted to 3,414 and the aggregate amount involved for salaries of all adjustments amounted to \$5,623,100. Eighty-three allowances for clerk hire were reduced or discontinued, making a saving of \$16,181. Two hundred and eleven allowances for rent, fuel, and light, for first, second, and third-class post-offices were reduced or discontinued, involving a saving of \$27,754.

Three hundred and twenty-eight lease cases were prepared, being an increase of 107 as compared with the same item for 1891. The total of leases in operation number 557, and the aggregate amount allowed for rent, fuel, and light under said leases is \$559,814.

A tabulated statement is herewith respectfully submitted, showing the operations of the salary and allowance division for the fiscal years ended June 30, 1882, to June 30, 1892, inclusive, viz:

Operations of the salary and allowance division for ten fiscal years, from 1888 to 1899, inclusive.

Items.	Fiscal year ended June 30—										Increase 1892 over 1883.	
	1882.	1883.	1884.	1885.	1886.	1887.	1888.	1889.	1890.	1891.		1892.
Letters received.....	8,806	10,520	17,837	21,873	24,031	29,584	31,456	33,856	34,268	35,277	39,629	30,828
Letters answered.....	7,398	10,002	21,393	25,332	30,105	35,568	37,441	40,501	44,210	47,553	58,153	50,784
Circular letters sent out.....	13,503	14,459	21,228	24,944	15,086	26,314	28,010	17,985	20,314	31,357	34,237	20,734
Allowances for clerk hire made.....	2,759	3,817	3,817	3,852	3,412	4,737	5,077	6,659	7,032	8,947	11,784	9,454
Allowances for clerk hire declined.....	1,694	2,604	2,619	1,688	1,727	2,455	2,143	2,143	2,895	4,868	4,401	2,707
Allowances for rent, fuel, and light made.....	2,461	2,618	2,618	1,690	1,853	2,359	2,143	2,143	12,501	15,473	18,980	18,490
Allowances for rent, fuel, and light declined.....	8,171	4,970	4,551	5,007	6,683	7,887	7,887	1,192	1,503	3,078	2,760	2,680
Allowances for miscellaneous items made.....	855	2,501	1,613	4,709	4,983	6,726	8,125	10,068	13,045	15,494	17,889	14,712
Allowances for miscellaneous items declined.....	248	2,543	1,647	1,358	2,130	3,131	2,798	2,646	8,023	2,646	2,677	1,822
Allowances for furniture made.....	244	915	779	585	720	907	919	1,002	1,074	1,226	1,371	1,127
Allowances for furniture declined.....	2,628	3,230	(1)	50	128	207	228	250	325	425	507	579
Allowances for stationery made.....	918	1,128	267	60	228	240	267	228	325	425	507	579
Allowances for stationery declined.....	21	368	218	223	240	267	228	250	325	425	507	579
Allowances for advertising made.....	30	120	116	130	214	243	243	832	474	577	586	547
Allowances for advertising declined.....	180	263	293	38	278	426	459	516	493	580	2,029	1,840
Cases referred to the Chief Post-Office Inspector.....	228	349	328				201	199	118	278	217	
Special adjustments postmasters' salaries.....	2,012	4,875										
Biennial adjustments postmasters' salaries.....			4,875									
Fourth-class post-offices reported by the Auditor, where the annual compensation of the postmaster amounts to \$1,000, exclusive of money-order commissions.....	192	298	228	44	57	118	210	281	118	278	217	36
Presidential offices relegated to fourth class.....	9	15	37	134	45	22	28	46	37	28	20	11
Fourth-class offices assigned to third class.....	145	174	248	44	57	118	197	198	118	277	216	71
Lease cases prepared.....	83	176	37	(*)						221	328	206
Lease cases in operation.....	313	228	298							496	557	244
Cases of all kinds made special.....	787	378	164	181								
Discontinued rent, fuel and light.....	5	22	217	110	107	76	107	104	185	404	211	206
Discontinued clerk hire.....	17	217	92	720	122	1,107	552	109	47	52	83	66
Presidential post-offices.....	2,003	2,176	2,323	2,253	2,244	2,386	2,502	2,652	2,732	2,964	8,177	1,174
Claims for readjustment of postmasters' salaries under act of March 3, 1883.....		6,537	26,892	16,521	11,897	11,189						
Employees (average).....	4	5	7	15	13	17.6	15.5	10.5	10.9	13.6	12.5	8.5

* 11+ employees on review of postmasters' salaries (1887).
 * 9+ employees on review of postmasters' salaries (1888).
 * 1+ employees on review of postmasters' salaries (1889).
 * 1+ employees on review of postmasters' salaries (1890).
 * 1.5 employees on review of postmasters' salaries (1890).

* Transferred to divisions of post-offices supplies.
 * Related to stationery, fiscal year ended June 30, 1883.
 * Transferred to law and lease clerk.
 * Lease work reassigned to the salary and allowance division.
 * 8+ employees on review of postmasters' salaries (1885 and 1886).

ADJUSTMENT OF PRESIDENTIAL POSTMASTERS' SALARIES.

The act of Congress approved March 3, 1883, requires the salaries of Presidential postmasters, or postmasters at first, second, and third class offices, to be adjusted annually instead of biennially, as heretofore authorized. In accordance with this law the ninth annual adjustment of the salaries of Presidential postmasters was made upon the basis of the gross receipts which accrued at the respective offices for the four quarters ended March 31, 1892, to take effect July 1, 1892. This adjustment was made upon the basis of the receipts which accrued at the respective offices for one year, or four quarters, at the 2-cent, or reduced rate of letter postage.

The salaries of 3,197 postmasters were reviewed. By this adjustment 138 offices were assigned to the first class, 658 to the second class, and 2,381 to the third class. This was a net increase of 10 first-class offices, 56 second-class offices, and 125 third-class offices from July 1, 1892, as contrasted with the same items for the previous year. Under the provisions of the act of March 3, 1883, 58 offices were assigned from the fourth to the third class, October 1, 1891; 80 offices from January 1, 1892; 36 offices from April 1, 1892, and 42 offices from July 1, 1892, making the total number of Presidential offices July 1, 1892, 3,177, or an increase of 191 offices, as compared with the same item July 1, 1891.

The aggregate amount required to pay the salaries of Presidential postmasters from July 1, 1892, is \$5,396,000, being an increase of \$346,000, or 6.85 per cent, as compared with the same item July 1, 1891.

The grand total gross receipts which accrued at Presidential post-offices for the four quarters ended March 31, 1892, amounted to \$54,158,973.08, being an increase of \$3,848,910.39, or 7.65 per cent, as contrasted with the receipts as shown by the adjustment which took effect July 1, 1891. The aggregate of salaries of Presidential postmasters absorbed 9.96 per cent of the revenue of the Presidential post-offices which accrued for the four quarters ended March 31, 1892. The grand total of gross receipts which accrued at these offices for the four quarters ended March 31, 1892, is 77.8 per cent of the revenue of the Department for the same period.

The classification of Presidential post-offices made in accordance with the requirements of the act of Congress approved March 3, 1883, in effect July 1, 1892, is concisely stated as follows:

First class:				
Total June 30, 1892.....			128	
Relegated to the second class July 1, 1892.....				
Second class advanced to first July 1, 1892.....	10			
Net increase July 1, 1892.....		10	10	
Total first class July 1, 1892.....			138	138
Second class:				
Total June 30, 1892.....			601	
Second advanced to first class July 1, 1892.....	10			
Second relegated to third class July 1, 1892.....	7			
First relegated to second class July 1, 1892.....				
Third advanced to second class July 1, 1892.....	74			
Fourth advanced to second class July 1, 1892.....				
Net increase second class July 1, 1892.....		57	57	
Total second class July 1, 1892.....			658	658
Third class:				
Total June 30, 1892.....			2,426	
Third advanced to second class July 1, 1892.....	74			
Fourth advanced to second class July 1, 1892.....				
Third relegated to fourth class July 1, 1892.....	20			
Third discontinued July 1, 1892.....				
Second relegated to third class July 1, 1892.....	7			
Fourth advanced to third class July 1, 1892.....	42			
Net decrease third class July 1, 1892.....		45	45	
Total third class July 1, 1892.....			2,381	2,381
Grand total Presidential post-offices, first, second, and third classes, July 1, 1892.....				3,177

The number of offices, aggregate of salaries of Presidential postmasters, and aggregate gross receipts, arranged by classes, in effect July 1, 1892, are shown as follows:

Class.	Number of offices.	Aggregate salaries of postmasters.	Aggregate gross receipts four quarters ending March 31, 1892.
First.....	138	\$485,400	\$35,498,968.00
Second.....	658	1,542,700	9,983,678.03
Third.....	2,381	3,367,900	8,676,326.96
Total.....	3,177	5,396,000	54,158,973.08

The several adjustments of salaries of Presidential postmasters, made in accordance with the requirements of the act of March 3, 1883, which took effect October 1, 1883, July 1, 1884, July 1, 1885, July 1, 1886, July 1, 1887, July 1, 1888, July 1, 1889, July 1, 1890, July 1, 1891, and July 1, 1892, are shown in the following tabulated statement:

Date.	Number of Presidential post-offices.	Aggregate salaries of Presidential postmasters.	Average salaries of Presidential postmasters.	Aggregate receipts which accrued at Presidential offices.	Per cent of aggregate receipts absorbed for postmasters' salaries.	Per cent of entire revenue of Department which accrued at Presidential offices.
October 1, 1883	2, 185	\$3, 707, 500	\$1, 689	\$33, 535, 253.95	11.06	74.28
July 1, 1884	2, 323	3, 623, 700	1, 545	33, 031, 697.33	11.59	74.80
July 1, 1885	2, 233	3, 630, 600	1, 625	31, 792, 220.55	11.42	75.36
July 1, 1886	2, 244	3, 685, 500	1, 642	32, 491, 551.58	11.34	74.07
July 1, 1887	2, 356	3, 880, 300	1, 661	35, 176, 161.67	11.03	74.84
July 1, 1888	2, 502	4, 202, 800	1, 680	38, 498, 987.86	10.92	74.09
July 1, 1889	2, 652	4, 429, 100	1, 670	41, 754, 078.41	10.61	75.42
July 1, 1890	2, 732	4, 613, 500	1, 689	45, 429, 361.74	10.16	76.32
July 1, 1891	2, 986	5, 050, 000	1, 691	50, 310, 062.69	10.04	77.50
July 1, 1892	3, 177	5, 396, 000	1, 698	54, 158, 973.08	9.96	77.77

A summary of the adjustments of salaries of Presidential postmasters, July 1, 1891, and July 1, 1892, showing in detail the net increase of salaries of said postmasters, is shown in the following tabulated statements:

Date.	Number of offices.	Salaries of postmasters.	
		Aggregate.	Net increase.
July 1, 1891	2, 986	\$5, 050, 000	
July 1, 1892	3, 177	5, 396, 000	
Total increase or gain	191	346, 000	\$346, 000
This increase is shown in detail as follows:			
Total number of first, second, and third class post-offices whereat increases were made July 1, 1892	1, 348	165, 000	
New offices during fiscal year:			
October 1, 1891	58	60, 500	
January 1, 1892	80	83, 600	
April 1, 1892	36	37, 400	
July 1, 1892	42	44, 600	
Total		226, 100	
Grand total of increase		391, 100	
REDUCTIONS:			
Relegated to fourth class July 1, 1892	20	21, 300	
By reductions at 142 Presidential offices		16, 400	
By Presidential offices discontinued:			
South Oil City, Pa., Sept. 1, 1891		1, 400	
Sehome, Washington, Jan. 15, 1892		1, 600	
Woodlawn Park, Ill., Feb. 15, 1892		1, 000	
Albina, Oregon, Mar. 31, 1892		1, 400	
E. Portland, Oregon, Mar. 31, 1892		2, 100	
Total		45, 100	
By balance, net increase of salaries July 1, 1892		346, 000	346, 000
Total		391, 100	

A tabulated statement showing the number of Presidential offices, the aggregate of the salaries of Presidential postmasters, and aggregate gross receipts which accrued at the respective offices for the four quarters ended March 31, 1892, arranged by States and Territories in alphabetical order, is respectfully submitted, as follows:

States and Territories.	Presidential post-offices, adjustment July 1, 1892.	Aggregate salaries of postmasters.	Aggregate receipts, four quarters ended March 31, 1892.
Alabama.....	83	\$54,400	\$304,826.25
Alaska.....			
Arizona.....	7	11,100	36,704.84
Arkansas.....	84	50,900	205,888.13
California.....	95	162,500	1,603,005.01
Colorado.....	42	71,700	381,430.23
Connecticut.....	69	128,400	1,005,650.69
Delaware.....	11	16,500	102,043.97
District of Columbia.....	1	5,000	478,388.32
Florida.....	23	40,100	193,603.80
Georgia.....	39	68,900	587,242.28
Idaho.....	10	14,900	43,957.91
Illinois.....	227	377,000	5,515,881.41
Indiana.....	108	191,500	1,212,170.45
Iranian Territory.....	5	7,200	18,260.52
Iowa.....	166	265,800	1,315,025.54
Kansas.....	121	180,600	780,905.55
Kentucky.....	51	85,400	689,517.52
Louisiana.....	18	29,000	433,974.61
Maine.....	57	90,900	501,304.50
Maryland.....	28	47,800	882,052.40
Massachusetts.....	157	284,600	4,199,254.71
Michigan.....	152	252,400	1,603,644.14
Minnesota.....	77	122,000	1,180,605.56
Mississippi.....	35	52,500	178,194.16
Missouri.....	112	179,700	2,427,977.31
Montana.....	21	35,400	180,458.42
Nebraska.....	81	124,800	724,818.17
Nevada.....	5	8,100	28,204.17
New Hampshire.....	41	66,600	301,148.43
New Jersey.....	82	160,900	1,413,462.26
New Mexico.....	10	15,800	51,970.23
New York.....	268	489,900	11,116,144.71
North Carolina.....	35	57,800	252,760.76
North Dakota.....	19	29,800	104,739.93
Ohio.....	178	319,600	3,402,841.98
Oklahoma.....	5	8,500	30,501.76
Oregon.....	23	37,100	271,951.35
Pennsylvania.....	229	404,400	5,101,920.73
Rhode Island.....	14	28,200	411,989.39
South Carolina.....	25	39,700	189,604.78
South Dakota.....	39	57,200	181,225.13
Tennessee.....	44	72,500	621,429.07
Texas.....	118	186,000	926,604.58
Utah.....	7	13,500	140,693.14
Vermont.....	34	57,200	258,817.81
Virginia.....	54	91,900	636,301.73
Washington.....	80	53,100	857,981.64
West Virginia.....	26	41,600	195,441.01
Wisconsin.....	104	175,300	1,045,619.73
Wyoming.....	7	11,700	42,187.30
Total.....	3,177	5,396,000	54,158,973.08

Grand total gross receipts.....\$54,158,973.08
 Grand total postmasters' salaries.....5,396,000.00
 Percentage of gross receipts absorbed by salaries.....09.96

REVIEW OF THE SALARIES OF POSTMASTERS OF THE THIRD, FOURTH, AND FIFTH CLASSES, UNDER THE ACT OF MARCH 3, 1883.

As stated in my report of last year, the review of the salaries of postmasters and ex-postmasters of the third, fourth, and fifth classes, under the act of March 3, 1883, as construed by the Attorney-General of the United States under date of February 14, 1884, and reaffirmed June 14, 1884, has been completed. The presentation of claims under the act of March 3, 1883, was limited by the act of Congress approved August 4, 1886, to January 1, 1887; and all applications filed prior to January 1, 1887, have been reviewed and the claimants notified of action had.

The aggregate amount allowed as additional compensation under act of March, 3, 1883, was \$1,221,009.69. Appropriations for the payment of these claims were made by the Congress under dates of July 1, 1884, March 3, 1885, August 4, 1886, February 1, 1888, March 30, 1888, and October 19, 1888, the total amount appropriated being \$1,221,350.40.

A summary of the work of reviewing the salaries of these postmasters is shown in the annual reports of the Postmasters-General for the fiscal years ended June 30, 1885, to June 30, 1888, inclusive. Although the work of reviewing the salaries of these postmasters under the act stated has been completed, the subject-matter involves considerable work and correspondence, as a large number of claimants continue to call up their cases, many of them not knowing that applications are barred from January 1, 1887, by the act of Congress approved August 4, 1886.

ALLOWANCE FOR RENT, FUEL, AND LIGHT FOR THIRD-CLASS OFFICES.

Allowances for rent, fuel, and light for third-class offices or offices whereat the gross receipts range from \$1,900 to not exceeding \$8,000, and the salaries of the postmasters from \$1,000 to not exceeding \$1,900, have been authorized by the Congress in the act approved July 13, 1892. The said act continues the limitations for rent, fuel, and light for third-class offices, the maximum sum for rent being limited by law to \$400 a year, and the maximum for fuel and light to \$60 a year. The adjustment of the salaries of Presidential postmasters as required by the act of Congress approved March 3, 1883, which took effect July 1, 1892, resulted in the assignment of 2,381 offices to the third class.

A tabulated statement of these offices, arranged to exhibit the offices and grade (salary of postmaster, \$1,000 to \$1,900, inclusive), in the several States and Territories, in effect July 1, 1892, is herewith submitted:

Third-class post-offices in each State and Territory, arranged to exhibit the number of each grade (salary \$1,000 to \$1,900 inclusive) from July 1, 1892.

States and Territories.	Postmasters' salaries.										Total.
	\$1,000.	\$1,100.	\$1,200.	\$1,300.	\$1,400.	\$1,500.	\$1,600.	\$1,700.	\$1,800.	\$1,900.	
Alabama.....	3	4	2	3	1	5	1	5	3	.....	27
Alaska.....	1	1	.....	.....	.....	2	.....	.....	1	.....	5
Arizona.....	6	4	4	4	1	6	2	1	1	2	30
Arkansas.....	7	9	9	5	10	7	7	7	5	1	67
California.....	3	1	3	3	6	2	7	4	1	3	33
Colorado.....	.....	7	4	6	7	9	6	1	3	2	45
Connecticut.....	2	1	1	1	1	3	.....	.....	1	.....	10
Delaware.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
District of Columbia.....	2	2	2	.....	1	1	3	2	1	2	16
Florida.....	1	4	.....	7	2	5	1	6	.....	1	28
Georgia.....	1	.....	17	3	1	.....	1	1	1	.....	9
Idaho.....	16	17	17	14	29	27	26	16	11	6	179
Illinois.....	3	8	11	5	4	11	7	16	7	6	78
Indiana.....	.....	.....	1	1	.....	1	2	.....	.....	.....	5
Indian Territory.....	11	21	13	12	15	21	17	14	10	2	136
Iowa.....	9	13	8	16	8	16	12	11	5	2	100
Kansas.....	4	5	6	2	4	5	2	6	2	4	40
Kentucky.....	1	2	4	1	2	1	2	2	1	.....	15
Louisiana.....	4	9	6	8	8	7	1	3	3	2	48
Maine.....	2	2	2	4	3	4	3	1	2	.....	23
Maryland.....	5	8	14	6	10	11	18	10	10	8	100
Massachusetts.....	11	13	13	14	17	15	8	7	10	6	114
Michigan.....	6	9	7	5	12	9	5	7	1	3	64
Minnesota.....	4	2	4	3	7	7	1	1	.....	1	30
Mississippi.....	7	12	14	10	15	9	8	7	7	3	92
Missouri.....	2	3	2	.....	1	.....	5	1	1	.....	15
Montana.....	5	11	9	4	12	10	11	5	2	.....	69
Nebraska.....	.....	1	1	.....	.....	.....	.....	1	.....	.....	3
Nevada.....	2	7	2	4	3	4	1	8	.....	2	33
New Hampshire.....	1	4	4	3	6	6	8	4	8	3	47
New Jersey.....	1	.....	.....	2	3	3	1	1	.....	.....	9
New Mexico.....	7	18	25	16	31	18	23	20	10	11	179
New York.....	2	4	3	3	.....	6	5	1	3	.....	27
North Carolina.....	.....	1	3	1	2	6	2	1	.....	1	17
North Dakota.....	14	10	15	7	15	17	10	21	5	3	117
Ohio.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	3
Oklahoma.....	2	4	1	1	2	2	2	2	.....	3	19
Oregon.....	6	21	22	9	23	21	18	20	13	9	162
Pennsylvania.....	.....	1	.....	1	1	3	.....	1	.....	.....	7
Rhode Island.....	.....	3	3	3	2	5	3	1	.....	1	21
South Carolina.....	.....	8	5	4	2	4	2	1	.....	1	31
South Dakota.....	4	5	2	4	6	6	3	3	1	.....	34
Tennessee.....	12	12	15	9	8	11	10	9	8	5	99
Texas.....	1	.....	.....	1	.....	1	1	1	1	.....	5
Vah.....	1	3	3	2	3	7	3	3	.....	.....	25
Vermont.....	3	6	5	4	4	5	8	1	.....	4	40
Virginia.....	1	2	1	1	5	5	4	1	.....	.....	21
Washington.....	2	2	2	2	4	3	3	3	.....	1	22
West Virginia.....	3	9	9	7	10	16	9	9	3	4	79
Wisconsin.....	1	.....	1	.....	.....	.....	2	1	.....	.....	5
Wyoming.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	182	289	280	215	308	341	274	246	144	102	2,381

LEASES FOR POST-OFFICES.

The work and correspondence relative to leasing premises for post-offices was reassigned to the salary and allowance division by order of the Postmaster-General under date of December 11, 1890. This work requires and has received special attention since the date named. Under existing law the leases for premises for post-offices are made for terms not to exceed five years. The post-offices and stations located in leased premises June 30, 1892, numbered 557. This aggregate in detail involves leases for premises for 44 first-class offices, 387 second-class offices, 21 third-class offices, and 105 stations or branches of first and second class offices. The total amount involved for rent under leases in operation June 30, 1892, amounted to \$559,814. The number of lease cases prepared during the fiscal year ended June 30, 1892, was 289. The number of leases prepared for premises for stations for the fiscal year ended June 30, 1892, was 39.

POSTAL STATIONS.

Under date of April 22, 1891, the establishment of stations or branch post-offices in connection with the larger post-offices and the consideration of all papers and correspondence connected therewith was assigned to the salary and allowance division. Prior to the date named the establishment of postal stations was under the immediate charge of the superintendent of the free-delivery service. These postal stations or branch offices are established on proper application at centers of population at points more or less remote from the main post-office, in order to provide more convenient postal facilities for the public. The stations usually accommodate the public with stamp supplies, money-order and registration facilities, and many of the larger stations have direct mail and letter-carrier service. During the fiscal year ended June 30, 1892, 34 additional stations were established and 5 were discontinued, making the total number of postal stations June 30, 1892, 400. One hundred and five stations are in premises leased by the Government.

BOXES AND BOX RENTS.

Boxes for post-offices are classed as call boxes, lock boxes, and lock drawers. They are furnished as follows: (1) Where post offices are located in Government buildings, by the Treasury Department; (2) at first and second class post-offices, the lessor, by agreement in the lease, frequently furnishes the box outfit; (3) under existing law (Revised Statutes, section 4052, and section 490, P. L. & R., edition of 1887), patrons of post-offices may provide lock boxes or lock drawers for their own use under conditions stated; (4) in all other cases boxes must be furnished and kept in repair by the postmaster.

It will be observed that boxes are not furnished by the Government for Presidential offices of the third class, except where offices of this class happen to be located in Government buildings. At the present time 23 third-class offices are located in Government buildings out of a total number of 2,425 third-class offices in effect October 1, 1892. Four additional third-class offices will probably be moved into Government buildings during the current fiscal year.

Boxes are provided for post-offices for the threefold purpose of accommodating the patrons, for the convenience of postmasters, and as a source of revenue. Under existing law, at Presidential offices, or offices of the first, second, and third classes, the box rents collected are included in the gross receipts accruing at the said offices in making the annual adjustment of salaries of Presidential postmasters. These postmasters, therefore, indirectly receive a part of the box rents in the sum allowed as compensation. At fourth-class offices, under the act of Congress approved March 3, 1883, the box rents are practically allowed as a part of the compensation of the postmaster. The regulation of box-rent rates by the Department has resulted in better accommodations for box-renters, greater uniformity in the box-rent rates, and an increase of the revenue from box rents.

KEY DEPOSITS.

The key deposit is collected by the postmaster as security against the loss of keys. The money received is held by the postmaster as a trust fund. If a key is lost or withheld over thirty days after the box to

which it belongs has been vacated it is declared forfeited and the money collected for the said key is transferred to the fund called "key deposit forfeiture fund." This forfeiture fund is used: (1) For the purchase of new keys to replace those lost, broken, or withheld. (2) For the necessary repairs to locks. (3) For keeping the boxes in good condition. Renters who provide their own boxes are not required to make deposits for keys furnished by themselves; and at offices where postmasters provide their own boxes they are permitted to exercise their discretion in collecting deposit for keys. The deposit collected has been fixed at the rate of 50 cents for each key. This rate was fixed by the Treasury Department where the key deposit originated. Some time since, the regulations of the Treasury Department were modified so that the deposit for each key was fixed at 25 cents per key. Under the regulations of the Treasury Department, also, the custodians of Government buildings were instructed to make return of the fund known as the "forfeiture fund," and advised that the repairs to boxes, locks, and the purchase of new keys would be allowed on proper requisition from the appropriation for repairs, etc. In December last the regulations of the Treasury Department were further modified by instructing the custodians to turn over the *forfeiture fund to postmasters*. At the present time, therefore, the key deposit collected by postmasters at offices located in Government buildings is at the rate of 25 cents per key, while at all other offices whereat key deposit collections are made the rate is 50 cents per key. I am of opinion that the key deposit collected does not give the security against the loss of keys contemplated by the system, and I am also of opinion that the key-deposit collection is an additional tax upon box-rent patrons which should be discontinued.

I therefore recommend that the present system of collecting deposits for keys be discontinued.

LEGISLATION RECOMMENDED.

Classification and salaries of clerks in the larger post-offices.—By the act of Congress approved March 2, 1889, to take effect July 1, 1889, provision was made for the classification and the fixing of the salaries of clerks and employes attached to first and second class post-offices. Under this act great improvement in the clerical service has been made; but as heretofore stated, the maximum salaries fixed by the said act for certain lines of clerical service are not large enough to command the highest order of clerical ability, and the law should be amended in this respect.

Allowances for rent, fuel, and light for third-class post-offices.—Allowances for rent, fuel, and light for third-class post-offices have been made since the authority was granted by the act of Congress approved July 24, 1888. The said act, however, limited the maximum annual rental to \$300, and the maximum annual sum for fuel and light to \$60. The maximum annual rental was increased by the act of March 2, 1889, from \$300 to \$400. The maximum limit of \$400 for rent and \$60 for fuel and light has been reaffirmed and continued by the act of July 13, 1892. This limitation of the allowances for rent, fuel, and light for third-class post-offices, as heretofore stated, is not in the interest of good service. The limitation should be discontinued, as the Department should have discretionary authority to fix allowances for rent, fuel, and light in accordance with the best interests of the postal service, having in view the local conditions and surroundings of the respective post-offices. It

is therefore recommended that the limitation of these allowances be repealed.

Allowances for boxes, fixtures, and furniture, miscellaneous and incidental items, and stationery for Presidential post-offices.—The present unjust class distinction recognized by existing law relative to allowances for boxes, fixtures, furniture, miscellaneous and incidental items, and stationery for Presidential post-offices should receive careful attention. As heretofore stated, no good reason can be given why the necessary boxes, fixtures, furniture, etc., should not be provided for all Presidential post-offices, and every reason, in the interest of good service, why they should be provided. The boxes and fixtures for post-offices at present fortunate enough to be located in Government buildings are provided by the Treasury Department, and where post-offices of the first and second classes, with the approval of the Department, can, under a lease, be provided with boxes and fixtures by the owner of the premises, they are so furnished. At all other post-offices the postmasters or the patrons must provide boxes and fixtures; and, under section 4052, Revised Statutes (section 490, P. L. and R., edition of 1887), all boxes erected and used in any post-office, no matter how furnished, become the absolute property of the United States. This is neither just nor equitable; and the bad condition of the service, under existing laws and regulations, occasions frequent trouble and scandal between the outgoing and the newly-appointed postmaster, often involving the friends of the disputants to the injury of the postal service.

It is earnestly recommended, therefore, that existing law be so amended that the Post-Office Department shall be authorized to provide boxes, fixtures, furniture, miscellaneous and incidental items and stationery for Presidential post-offices.

It should be stated, in this connection, that by the adjustment which took effect July 1, 1892, the Presidential post-offices numbered 3,177, classed as follows:

First class	138
Second class	658
Third class	2,381
Total	3,177

Compensation to postmasters of the fourth class.—As heretofore stated, the compensation of fourth-class postmasters, as provided by the act of Congress approved March 3, 1883, is not adequate to enable the Department to secure the best service for these offices. It is therefore recommended that the subject-matter of compensation to fourth-class postmasters be considered, with a view of providing suitable rates of compensation, to be fixed in even tens and hundreds of dollars, for a specified period, on the basis of the business of the respective offices for the preceding year.

At the close of the fiscal year (June 30, 1892) the fourth-class offices numbered 63,964.

ESTIMATES, FISCAL YEAR 1892-'94, FOR COMPENSATION TO POSTMASTERS; CLERKS IN POST-OFFICES; RENT, LIGHT, AND FUEL FOR FIRST AND SECOND CLASS OFFICES; RENT, LIGHT, AND FUEL FOR THIRD-CLASS OFFICES; MISCELLANEOUS AND INCIDENTAL ITEMS, INCLUDING FURNITURE, FOR FIRST AND SECOND CLASS OFFICES, ADVERTISING FOR FIRST AND SECOND CLASS OFFICES, AND FOR CANCELING MACHINES FOR FIRST AND SECOND CLASS OFFICES FOR THE FISCAL YEAR ENDING JUNE 30, 1894.

COMPENSATION TO POSTMASTERS.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1890-'91.	1891-'92.	Increase.	
			Amount.	Per cent.
Estimates.....	\$14,500,000.00	\$14,900,000.00	\$400,000.00	2.7
Appropriations.....	14,000,000.00	14,900,000.00	900,000.00	6.4
Expenditures.....	14,529,137.97	15,249,565.02	720,427.05	5.0

The appropriation for compensation to postmasters for the present fiscal year is \$15,250,000, being an increase of \$350,000, or 2.35 per cent, as compared with the appropriation for this purpose for the past fiscal year.

The expenditures for compensation to postmasters for the past fiscal year amounted to \$15,249,565.02, or an excess of \$349,565.02, as compared with the appropriation as made by the Congress.

The expenditures for compensation to postmasters for each of the fiscal years ended June 30, 1889, to June 30, 1892, by quarters, were as follows:

FISCAL YEARS.

Quarter ended.	1888-'89.	1889-'90.	1890-'91.	1891-'92.
September 30.....	\$3,191,539.77	\$3,285,635.26	\$3,481,054.15	\$3,644,699.08
December 31.....	2,309,557.00	3,450,630.54	3,632,969.54	3,800,930.65
March 31.....	3,423,265.20	2,550,856.46	3,748,541.65	3,959,229.14
June 30.....	3,293,190.08	3,477,671.97	3,666,572.63	3,844,706.15
Total.....	13,214,558.05	13,764,694.23	14,529,137.97	15,249,565.02

This statement shows an increase of expenditures for compensation to postmasters for each of the fiscal years 1889-'90, 1890-'91, 1891-'92, as follows:

Fiscal year.	Amount.	Per cent.
1889-'90.....	\$550,136.18	4.2
1890-'91.....	764,443.74	5.6
1891-'92.....	720,427.05	5.0

or an average annual increase of \$678,335.66 and an average per cent of increase of 4.93.

The aggregate of salaries of Presidential postmasters in effect July 1, 1892, is \$5,396,000, being an increase of \$346,000, or 6.85 per cent, as compared with the same item for the previous year.

The total expenditures for salaries of Presidential postmasters (offices

of first, second, and third classes) for the fiscal year ended June 30, 1892, amounted to \$5,144,308, being an increase of \$409,248, or 8.6 per cent, as compared with the expenditures for the same purpose for the previous year.

By subtracting the total amount authorized for salaries for Presidential postmasters from the aggregate of expenditures for compensation to postmasters for the fiscal year ended June 30, 1892, the sum of \$10,105,258 is the result, being the total amount allowed for compensation to fourth-class postmasters for the fiscal year ended June 30, 1892. Dividing this amount by the number of fourth-class post-offices gives the sum of \$161.23 as the average compensation of a fourth-class postmaster.

The total revenue of the Department for the past fiscal year is stated at \$70,930,476, being an increase of \$4,998,690, or 7.6 per cent. The increase of revenue for the fiscal year 1889-'90 was \$4,706,487, or 8.4 per cent, and for the fiscal year 1890-'91 \$5,049,688, or 8.3 per cent.

Having these facts in view, I am of opinion that an appropriation of \$16,600,000 will be required to compensate postmasters for the fiscal year ending June 30, 1894; and therefore recommend an appropriation of \$16,600,000, or an increase of \$1,350,000, or 8.9 per cent, be requested for compensation to postmasters for the fiscal year ending June 30, 1894. This estimated increase appears large by comparison, because the appropriation as fixed by the Congress for the current fiscal year included an increase of only \$350,000, or 2.3 per cent, while the increased expenditures as shown for the three fiscal years ended June 30, 1892, averaged \$678,336, or 5 per cent. As compared with the estimated expenditure for the current fiscal year, as heretofore submitted, the estimated expenditures for the fiscal year ended June 30, 1894, show an increase of \$800,000, or 5.1 per cent, the average increase of expenditure for the past two years being 5.3 per cent.

CLERKS IN POST-OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose for the past two fiscal years:

Items.	1890-'91.	1891-'92.	Increase.	
			Amount.	Per cent.
Estimates	\$7,590,000.00	\$8,249,000.00	\$659,000.00	8.7
Appropriations.....	7,390,000.00	8,080,000.00	670,000.00	9.1
Expenditures.....	7,375,960.82	7,908,187.50	532,226.68	7.2

The appropriation for clerks in post-offices for the current fiscal year is \$8,360,000, being an increase of only \$300,000, or 3.7 per cent, as compared with the appropriation for the past fiscal year, and \$265,000 less than the revised estimate submitted, though the amount recommended was 3 per cent less than the increase and growth of the postal service justified, being so made on account of the expected saving of clerk hire by the introduction of canceling machines in the larger post-offices.

Allowances for clerks in post-offices assigned to the first and second classes, and stations connected therewith, are made in accordance with sections 3860 and 3863, Revised Statutes, and sections 460 and 463, Postal Laws and Regulations, edition of 1887; and at third and fourth class offices for clerical labor in separating mails in compliance with

section 11, 19 Statutes, 82 (July 13, 1876), and section 461, Postal Laws and Regulations, edition of 1887.

The aggregate allowances for clerks in post-offices for the fiscal year ending June 30, 1892, amounted to \$7,951,832. During the year reductions of allowances for clerk hire amounting to \$16,181 were made. It will be observed that the total amount allowed for clerk hire is less than the appropriation; but it should be stated that, having in view the small increase for clerk hire for the current fiscal year, the regular annual allowances could not be increased after January 1 last without seriously encroaching upon the available surplus for the present year. But notwithstanding this fact, one-third of the increase authorized for clerk hire for the current year was absorbed by the aggregate of allowances for clerks in post-offices in effect July 1, 1892, so that, practically, the total increase available at the beginning of the present fiscal year was only \$200,000. The difficult problem presented for practical solution, therefore, was to apportion this sum for the best interests of the service, taking into consideration the present receipts and needs of the respective post-offices.

The difficulties in the way of a satisfactory adjustment will be more clearly understood when it is stated that the allowances for clerk hire requested for the current fiscal year from July 1 last to date amount to \$9,264,511, or a total sum of \$904,511 in excess of the appropriation of \$8,360,000, as fixed by the Congress.

In this connection it should be stated, also, that the present apportionment for clerk hire on money-order account for first and second class post-offices under the act of Congress approved June 29, 1886, amounts to \$610,884, or 7.3 per cent of the appropriation for clerks in post-offices for the present fiscal year. Contrast this sum with the increase of \$300,000, or 3.7 per cent, granted for clerks in post-offices for the current fiscal year, and recall the fact that the apportionment for clerk hire on money-order account for first and second class post-offices has been made since 1886 without any additional appropriation being made to cover the expenditures on money-order account.

The rosters of clerks approved to take effect July 1, 1892, for first and second class post-offices, whereat the free-delivery service has been established, show a total of 322 clerks employed as superintendents, assistant superintendents, foremen of delivery, and timekeepers in connection with the free-delivery service, with salaries aggregating \$353,300 charged to the appropriation for clerks in post-offices.

The adjustment of the salaries of Presidential postmasters, made in accordance with the requirements of the act of Congress approved March 3, 1883, to take effect July 1, 1892, resulted in the assignment of 138 offices to the first class and 658 offices to the second class, making a total of 796 first and second class offices, or a net increase of 66 offices, 9 per cent, as compared with the number of offices in effect July 1, 1891. The total receipts which accrued at these offices for the four quarters ended March 31, 1892, amounted to \$45,482,646, being an increase of \$3,517,644, or 8.4 per cent, as compared with the same item of 1891. The net increase of first and second class offices for 1891 was 52 and the average increase of receipts which accrued at first and second class offices for the past three years amounted to 9.89 per cent. The revenue of the Department for the fiscal year ended June 30, 1892, amounted to \$70,930,475.98, being an increase of \$4,998,690.26, or 7.6 per cent., as compared with the same item for 1891.

With a view of showing the present increase of business and postal receipts more in detail, a tabulated statement is herewith submitted

showing the gross receipts and the increase thereof in amount and per cent, at ten of the larger first-class offices for the fiscal year ended June 30, 1892.

Office.	State.	Year ended June 30, 1892.	Increase.	
			Amount.	Per cent.
New York	New York	\$6, 221, 783	\$385, 262	6.0
Chicago	Illinois	3, 948, 585	436, 469	12.4
Philadelphia	Pennsylvania	2, 573, 716	185, 511	7.8
Boston	Massachusetts	2, 374, 602	201, 151	9.2
St. Louis	Missouri	1, 328, 817	120, 674	10.0
Cincinnati	Ohio	891, 637	58, 296	7.0
Brooklyn	New York	883, 262	95, 616	12.1
San Francisco	California	795, 294	58, 542	7.9
Baltimore	Maryland	749, 488	54, 835	7.9
Pittsburg	Pennsylvania	614, 526	45, 939	8.1
Total		20, 981, 210	1, 642, 295	88.4
Average		2, 098, 121	164, 230	8.8

As the sum of the receipts returned by these offices amounted to nearly one-third (29.5 per cent) of the total revenue of the Department for the fiscal year ended June 30, 1892, and the aggregate increase of receipts was \$1,642,295, or an average of \$164,230, or 8.8 per cent per office, while the increase of revenue for the entire postal service for the fiscal year ended June 30, 1892, amounted to \$4,998,690.26, or 7.6 per cent, it is clear that the offices stated are fair representatives of the postal service for the past year, and in connection with the data hereinbefore shown give a good basis for estimating the increase and growth of the service for the current and ensuing fiscal years. An interesting comparison may be made by contrasting the aggregate receipt which accrued at the five larger post-offices for the fiscal year ended June 30, 1892, with the same item for 1891. The aggregate increase of receipts reported by these five larger offices (New York, Chicago, Philadelphia, Boston, and St. Louis) for the past year was \$1,329,067, or an average increase per office of \$265,813, or 9.1 per cent, as compared with the average increase per office of \$217,378, or 7.4 per cent for the same offices for 1891, showing an average gain of \$48,435, or 1.7 per cent per office for the fiscal year ended June 30, 1892.

The appropriations made by the Congress for clerks in post-offices for each of the fiscal years from 1890 to 1893, inclusive, are shown in the following statement, with the increase in amount and per cent:

Fiscal year ended—	Appropriation.	Increase.	
		Amount.	Per cent.
June 30, 1890	\$6, 550, 000	\$575, 000	9.6
June 30, 1891	7, 390, 000	840, 000	12.8
June 30, 1892	8, 080, 000	670, 000	9.1
Total			31.5
Average			10.5
June 30, 1893	8, 360, 000	300, 000	3.7

It will be observed that the average increase of the appropriations for clerks in post-offices for the fiscal years ended June 30, 1892, inclusive, was 10.5 per cent, while the increase of the appropriation for the current fiscal year was only 3.7 per cent.

Having these facts in view, especially the limited increase of the ap-

proportion for clerks in post-offices for the current fiscal year, I am of opinion that \$9,221,000 will be required to compensate clerks in post-offices for the fiscal year ending June 30, 1894. This sum, compared with the appropriation for clerks in post-offices for the current fiscal year, is an increase of \$861,000, or 10.3 per cent; but noting the small increase of \$300,000, or 3.7 per cent, for the current fiscal year, the increase estimated for the ensuing fiscal year is only 7 per cent. I therefore recommend that an appropriation of \$9,221,000 be requested for clerks in post-offices for the fiscal year ending June 30, 1894.

RENT, FUEL, AND LIGHT FOR FIRST AND SECOND CLASS OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1890-'91.	1891-'92.	Increase.	
			Amounts.	Per cent.
Estimates.....	\$685,000.00	\$731,500.00	\$46,500.00	10.0
Appropriations.....	665,000.00	731,500.00	66,500.00	10.0
Expenditures.....	653,571.75	691,491.69	37,919.94	5.8

The appropriation for rent, fuel, and light for first and second class post-offices, and stations connected therewith, for the present fiscal year is \$747,000, being an increase of \$15,500, or 2.12 per cent, as compared with the sum appropriated for the previous year. The increase estimated for the current fiscal year, taking into consideration an estimated saving of \$44,033 on account of the probability of fifteen first and second class post-offices being moved into Government buildings, was \$40,500, or 5.5 per cent. Only twelve first and second class offices were located in Government buildings during the fiscal year ended June 30, 1892, however, the total amount saved being \$33,846.50; and the appropriation for the current fiscal year for rent, fuel, and light for first and second class offices was only increased by the Congress in the sum of \$15,500, or 2.12 per cent. The total amount allowed for rent, fuel, and light for first and second class offices and stations connected therewith for the past fiscal year was \$739,649.96.

In connection with these facts it should be stated that the adjustment made to take effect July 1, 1892, resulted in 796 post-offices being assigned to the first and second classes, being a net increase of 66 offices, as compared with the total number for the past year, the average increase for the fiscal years 1890-'91 and 1891-'92 being 65 additional offices.

The total receipts of the 796 first and second class offices for the four quarters ended March 31, 1892, amounted to \$45,482,646, or an increase of \$3,517,644, or 8.4 per cent as compared with the same item for the past year. The average increase of receipts for the fiscal years 1890-'91 and 1891-'92 was 9.7 per cent. The aggregate receipts of first and second class post-offices in effect July 1, 1892, amounted to 64.12 per cent of the total revenue of the Department.

The list of first and second class post-offices likely to be moved into Government buildings during the present fiscal year includes twelve offices, whereat the total present allowances for rent, fuel, and light amount to \$25,162; and the list for the fiscal year ending June 30, 1894, includes twenty offices whereat the present allowances for rent,

fuel, and light amount to \$31,397. The transfer of post-offices into Government buildings in the matter of time is so uncertain, however, that not to exceed 60 per cent of the amounts above stated should be counted upon for the fiscal years ending June 30, 1893, and June 30, 1894.

It should be stated that in addition to first and second class post-offices a large number of stations and branch offices have been established in connection with the larger post-offices, and that allowances for rent, fuel, and light have been authorized for many of these stations. At the present time one hundred and five stations are located in premises under lease, the aggregate amount required for allowances for rent, fuel, and light under said leases being \$142,742.

Having these statements and figures in view, especially the fact that the appropriation for the present fiscal year as fixed by the Congress is \$25,000, or 3.38 per cent less than the sum estimated, after making allowance for the estimated saving on account of offices being moved into Government buildings, and the average increase as shown by the records for the two years prior to July 1, 1892, of sixty-five additional first and second class offices, and an average increase of receipts for the same period of 9.7 per cent, I am of opinion that an appropriation of \$795,550, or an increase of 6.5 per cent as compared with the appropriation for the current fiscal year, will be required for rent, fuel, and light for the fiscal year ending June 30, 1894; and I so recommend.

RENT, FUEL, AND LIGHT FOR THIRD-CLASS OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1890-'91.	1891-'92.	Increase.	
			Amount.	Per cent.
Estimates	\$571,845.00	\$592,800.00	\$20,955.00	3.7
Appropriations	571,500.00	592,800.00	21,300.00	3.7
Expenditures	469,201.53	514,635.61	45,434.08	9.7

The appropriation for rent, fuel, and light for third-class post-offices, or offices whereat the annual salary of the postmaster is fixed in even hundreds of dollars from \$1,000 to not exceeding \$1,900 and the gross receipts range from \$1,900 to not exceeding \$8,000, for the current fiscal year is \$610,000. This sum, compared with the appropriation for the same items for the past year, shows an increase of \$17,200, or 2.12 per cent.

The act of Congress approved July 13, 1892, granting this appropriation, also continues the limitation for rent at not exceeding \$400 and for fuel and light at not exceeding \$60 per annum.

The adjustment of the salaries of Presidential postmasters, made in accordance with the requirements of the act of Congress approved March 3, 1883, to take effect July 1, 1892, resulted in 2,381 offices being assigned to the third class; and by the operation of law 46 additional offices were added to the third class from October 1, 1892. Two third-class offices, however, were discontinued during the quarter ended September 30, 1892, making the total number of third-class offices in effect October 1, 1892, 2,425. The number of these offices in each of the

grades in the third class (salary of postmaster from \$1,000 to \$1,900 inclusive) is shown in the following table:

Grade—Salary of postmaster.	No. of offices.	Grade—Salary of postmaster.	No. of offices.
\$1,000.....	212	\$1,600.....	274
1,100.....	301	1,700.....	246
1,200.....	382	1,800.....	143
1,300.....	217	1,900.....	107
1,400.....	307		
1,500.....	341	Total number of offices.....	2,425

The number and aggregate of these offices, by States and Territories, is shown in the following table:

Third-class post-offices in each State and Territory, arranged to exhibit the number of each grade (salary \$1,000 to \$1,900 inclusive) from October 1, 1892.

States and Territories.	Postmasters, salaries.										Total.
	\$1,000	\$1,100	\$1,200	\$1,300	\$1,400	\$1,500	\$1,600	\$1,700	\$1,800	\$1,900	
Alabama.....	3	4	3	3	1	5	1	5	3	.....	28
Alaska.....											
Arizona.....	2	1				2			1	.....	6
Arkansas.....	5	4	4	4	1	6	2	1	1	2	30
California.....	9	9	9	5	10	7	7	7	5	1	69
Colorado.....	3	1	3	3	6	2	7	4	1	3	33
Connecticut.....	1	8	4	6	7	9	6	1	3	2	47
Delaware.....	2	1	1	1	1	3			1	.....	10
District of Columbia.....											
Florida.....	2	2	2		1	1	3	2	1	2	16
Georgia.....	1	4	1	7	2	5	1	6		1	28
Idaho.....	1		1	3	1		1	1	1	.....	9
Illinois.....	18	18	17	14	29	27	26	16	11	6	182
Indiana.....	5	10	11	5	4	11	7	16	7	6	82
Indian Territory.....			1	1		1	2				5
Iowa.....	11	21	14	12	15	21	17	14	10	2	137
Kansas.....	9	13	8	16	8	16	12	11	5	2	100
Kentucky.....	5	5	6	2	4	5	2	6	2	4	41
Louisiana.....	1	2	4	1	3		2	2	1	.....	15
Maine.....	5	9	6	3	8	7	1	3	3	2	47
Maryland.....	2	2	2	3	4	3	3	1	2	.....	23
Massachusetts.....	8	9	14	6	10	11	18	10	10	8	104
Michigan.....	11	13	13	14	17	15	8	7	9	6	113
Minnesota.....	7	9	7	5	12	9	5	7	1	3	65
Mississippi.....	4	3	4	3	7	7	1	1		1	31
Missouri.....	10	12	14	10	15	9	8	7	7	3	95
Montana.....	3	3	2		1		5	1	1	.....	16
Nebraska.....	7	11	9	4	12	10	11	5	2	.....	71
Nevada.....		1	1						1	.....	3
New Hampshire.....	2	8	2	4	3	4	1	8		2	34
New Jersey.....	1	4	4	3	6	6	8	4	8	3	47
New Mexico.....	1	1			2	3	1	1	1	.....	10
New York.....	9	19	25	16	31	18	23	20	10	11	182
North Carolina.....	2	4	3	3		6	5	1	3	.....	27
North Dakota.....		2	3	1	2	6	2	1		1	18
Ohio.....	16	10	15	7	14	17	10	21	5	3	118
Oklahoma.....				2	1					.....	3
Oregon.....	2	4	1	1	2	2	2	2		3	19
Pennsylvania.....	7	21	22	10	23	21	18	20	13	9	164
Rhode Island.....		1	1	1	1	3		1		.....	7
South Carolina.....	1	3	3	3	2	5	3	1		1	22
South Dakota.....	4	9	5	4	2	4	2	1		1	32
Tennessee.....	5	5	2	4	6	6	3	3	1	.....	35
Texas.....	14	12	15	9	8	11	10	9	8	5	101
Utah.....	1				1		1	1	1	.....	5
Vermont.....	1	3	3	2	3	7	3	3		.....	25
Virginia.....	3	6	5	4	4	5	8	1		4	40
Washington.....	1	2	1	1	5	5	4	1	1	.....	21
West Virginia.....	2	2	2	2	4	3	3	3		1	22
Wisconsin.....	4	10	9	8	10	16	9	9	3	4	82
Wyoming.....	1		1				2	1		.....	5
Total.....	212	301	282	217	307	341	274	246	143	102	2,425

At present twenty-three third-class offices are located in Government buildings, and it is probable that four additional offices will be moved into Government buildings shortly. These offices do not require allowances for rent, fuel, and light.

An examination shows that 570 offices were advanced from the fourth class to the third class by the quarterly adjustments made to take effect from July 1, 1890, to October 1, 1892, inclusive, being an average increase of 57 offices per quarter. At this rate of increase, taking into consideration and allowing for the number of third-class offices which will be relegated to the fourth class at the next annual adjustment, the probable number of third-class offices July 1, 1893, is estimated at 2,565.

And at rates for rent, fuel, and light which the limitations of existing law warrant, eliminating the amount not needed on account of third-class offices located in Government buildings, the estimated amount required for rent, fuel, and light for third-class offices (July 1, 1893), for the fiscal year ending June 30, 1894, may be stated at \$623,800; and for additional third-class offices, to take effect October 1, 1893, January 1, 1894, and April 1, 1894, the additional sum of \$20,000 will be needed, making the total sum required for rent, fuel, and light for third-class post-offices for the fiscal year ending June 30, 1894, \$643,800, or an increase of \$33,800, or 5.5 per cent, as compared with the appropriation for the present fiscal year.

I therefore recommend an appropriation of \$643,800 for rent, fuel, and light for third-class post-offices for the fiscal year ending June 30, 1894.

MISCELLANEOUS, INCIDENTAL, AND FURNITURE, FOR FIRST AND SECOND CLASS OFFICES.

The following were the estimates, appropriations, and expenditures for this purpose during the past two fiscal years:

Items.	1890-'91.	1891-'92.	Increase.	
			Amount.	Per cent.
Estimates.....	\$120,000.00	\$132,000.00	\$12,000.00	10.0
Appropriations.....	120,000.00	132,000.00	12,000.00	10.0
Expenditures.....	111,226.40	104,210.84	*7,015.56	*6.3

* Decrease.

The appropriation for miscellaneous and incidental items, including furniture for first and second class post-offices for the present fiscal year is \$110,000, being a decrease of \$22,000, or 16.67 per cent, as compared with the appropriation for the past fiscal year. The aggregate amount allowed for miscellaneous and incidental items, including furniture for the past year, was \$120,530.77. The items chargeable to this appropriation include all articles required for the postal service at first and second class post-offices and stations connected therewith, not provided for by other appropriations. This includes the cost of providing power or motors and other incidental expenses required in connection with the stamp-canceling machines recently introduced in many of the larger offices.

In accordance with law, July 1, 1892, 138 offices were assigned to the first class, being a net increase of 10 first-class offices; and 658 offices

were assigned to the second class, a net increase of 56 second-class offices, making the total number of first and second class offices in effect July 1, 1892, 796, or a total net increase of 66 first and second-class offices, as compared with the number for 1891.

The total gross receipts which accrued at these offices, as shown by the adjustment in effect July 1, 1892, amounted to \$45,482,646, being an increase of \$3,517,644, or 8.4 per cent, as compared with the receipts as shown by the annual adjustment of the previous year. The receipts of the 796 first and second class offices, including stations, as shown by the recent adjustment, amounted to 64.12 per cent of the total revenue of the Department for the fiscal year ended June 30, 1892.

Having these statements in view, and taking into consideration that the average annual increase of first and second class post-offices for the fiscal years 1890-'91 and 1891-'92 was 65 additional offices, and the average increase of receipts which accrued at first and second class offices for the same period was 9.7 per cent, and, also, noting the fact that the appropriation for this purpose as fixed by the Congress for the current fiscal year is \$22,000, or 16.67 per cent less than the sum appropriated for the past fiscal year, I am of opinion that an appropriation of \$140,000 will be required for miscellaneous and incidental items, including furniture, for first and second class post-offices and stations connected therewith for the fiscal year ending June 30, 1894. This sum is an increase of only \$8,000, or 6.6 per cent, as compared with the appropriation as fixed for this purpose by the Congress for the fiscal year ended June 30, 1892.

I therefore recommend an appropriation of \$140,000 for miscellaneous and incidental items, including furniture, for first and second class post-offices and stations connected therewith for the fiscal year ending June 30, 1894.

ADVERTISING FOR FIRST AND SECOND CLASS POST-OFFICES.

Allowances for advertising for offices of the first and second classes are made from and charged to the appropriation for advertising for the office of the Postmaster-General, under Order 82, dated March 7, 1882.

The regular appropriation for this purpose for the present fiscal year is \$18,000, being the same amount as that appropriated for each of the fiscal years ended June 30, 1890, June 30, 1891, and June 30, 1892. Owing, however, to an unusual amount of advertising relative to contracts in the most urgent deficiency act May 13, 1892, an additional appropriation of \$15,000 for advertising for the office of the Postmaster-General was granted by the Congress. Formerly this appropriation was \$40,000 per annum, but was reduced by the Congress to \$20,000 per annum. On account of this reduction the lists of unclaimed letters for most of the offices had to be published free as a matter of local interest or news. In accordance, however, with the opinion of the Assistant Attorney-General for the Post-Office Department, as issued through the superintendent of the dead-letter office under date of December 1, 1887, that postmasters were required to collect one cent for each advertised letter whether published in a newspaper or posted in a written list in the post-office, most of the publishers declined to print the lists free.

Owing to these instructions, postmasters in many cases have found it difficult to publish the advertised letter lists without paying the rates demanded. They have, therefore, made application for allowances to cover the cost of advertising the letter lists, but favorable action could

not be taken on account of the limited appropriation. If the letter lists are to be published, the cost of publication should be provided for by the Congress. The amount allowed for advertising by this office for the fiscal year ended June 30, 1892, amounted to \$14,072, leaving a balance of only \$3,928 for advertising for the office of the Postmaster-General, for which the appropriation was made. This appropriation, as stated, had to be supplemented by an additional amount of \$15,000, as provided in the act approved May 13, 1892, on account of the advertising required relative to additional contracts. I beg to again state that, in my opinion, a better administration of this branch of the service could be made if a separate appropriation for advertising for offices of the first and second classes was made for the office of the First Assistant Postmaster-General.

Having this statement in view, I therefore recommend that the Congress be requested to appropriate \$15,000 for the office of the First Assistant Postmaster-General for advertising for first and second class post-offices for the fiscal year ending June 30, 1894.

ESTIMATE FOR CANCELING MACHINES.

As heretofore stated, after exhaustive practical tests, on the recommendation of the Department, the Congress, by the act approved March 31, 1891, granted an appropriation of \$40,000 for rental of one hundred improved canceling machines for use in the larger post-offices. A contract under the said appropriation was made by the Department for one hundred machines at an annual rental of \$400 each. The average capacity of these machines has been shown to be about eighteen to twenty thousand letters postmarked and canceled per hour. For the use of these machines for the ensuing fiscal year, at an annual rental of \$400 each, \$40,000 will be required.

I therefore recommend that an appropriation of \$40,000 for one hundred postmarking and canceling machines be made for the fiscal year ending June 30, 1894.

SUMMARY OF ESTIMATES.

Items.	Present appropriation.	Estimates 1893-'94.	Increase.	
			Amount.	Per cent.
Compensation to postmasters.....	a \$15,250,000	\$16,600,000	\$1,350,000	8.9
Clerks in post-offices.....	b 8,380,000	9,221,000	861,000	10.3
Rent, fuel, light, first and second class offices.....	c 747,000	795,550	48,550	6.5
Rent, fuel, light, third-class offices.....	610,000	643,800	33,800	5.5
Miscellaneous, incidentals, furniture, first and second class offices.....	d 110,000	140,000	30,000	27.3
Advertising, first and second class offices.....	e 18,000	15,000	-----	-----
For rental canceling machines.....	40,000	40,000	-----	-----

a The appropriation for the present fiscal year is 3 per cent less than the average expenditures for the two years ended June 30, 1892, and is an increase of only \$350,000, or 2.3 per cent.

b The appropriation for the present fiscal year is an increase of only \$300,000, or 3.7 per cent.

c The appropriation for the present fiscal year is an increase of only \$15,500, or 2.1 per cent.

d The appropriation for the present fiscal year is \$22,000, or 16.7 per cent less than the appropriation for the past fiscal year.

e Appropriation for the office of the Postmaster-General.

The estimates submitted for compensation to postmasters, clerks in post-offices, rent, fuel, and light for first and second class post-offices; rent, fuel, and light for third-class post-offices, and for miscellaneous and incidental items and furniture for the first and second class post-offices, and for advertising, have been modified by the Postmaster-General as shown by the following:

SUMMARY OF ESTIMATES.

Items.	Present appropriations.	Estimates, 1893-'94 (Postmaster-General).	Increase.	
			Amount.	Per cent.
Compensation to postmasters	\$15,250,000	\$15,350,000	\$600,000	3.93
Clerks in post-offices	8,360,000	8,860,000	500,000	5.98
Rent, fuel, and light, first and second class	747,000	767,000	20,000	2.68
Rent, fuel, and light, third class	610,000	630,000	20,000	3.28
Miscellaneous, incidental items, and furniture	110,000	140,000	30,000	27.27
Advertising	618,000	18,000		
Canceled machines	40,000			

^a The appropriation for the present fiscal year is \$23,000, or 16.7 per cent less than the appropriation for the past fiscal year.

^b This appropriation is made for the office of the Postmaster-General, and the amount recommended for the ensuing fiscal year is also for the office of the Postmaster-General as heretofore authorized.

DIVISION OF POST-OFFICE SUPPLIES.

To this division is assigned the duty of furnishing each post-office throughout the country, according to its classification, with supplies, as follows:

Those of the fourth class, with 8-ounce letter balances, plain facing slips, canceling ink, stamping pads, postmarking, rating, and canceling stamps, 37 forms of blanks, and, if the receipts of the office be \$100 or more per annum, with twine and wrapping paper.

Those of the third class, in addition to the articles above stated, are provided with 72 forms of blanks, 4-pound scales, and, when necessary to weigh matter of the second class, with 62 and 240-pound scales.

First and second class offices are furnished all the above-named articles when application is made therefor, and, in addition, with test weights, 600-pound scales, or those of greater capacity, when required to weigh newspaper and periodical matter, 110 forms of blanks, and 217 articles of stationery under 92 contract items. All facing slips, both plain and printed, are supplied at the expense of the Department.

Postmasters at offices of the third and fourth classes desiring printed facing slips have the privilege of obtaining them at their own expense from the contractor for furnishing the same.

The Department proper is furnished with blanks, blank books, labels, records, and 235 articles of stationery under the 117 contract items.

WORK DONE BY THE DIVISION.

The number of requisitions briefed, filled, and filed for the various classes of articles furnished for the fiscal year ending June 30, 1892, is shown by the following:

TABLE I.

	Six months ending Dec. 31, 1891.	Six months ending June 30, 1892.	Total fiscal year ending June 30, 1892.
Wrapping paper and twine	14,540	16,303	30,843
Stamps	5,167	8,825	13,992
Scales	2,897	4,392	7,289
Blanks and books	68,612	93,081	161,693
Canceling ink and stamping pads	6,597	7,491	14,088
Stationery	2,334	1,949	4,283
Total	100,147	132,041	232,188

The number of packages (both ordinary and registered), sacks, and cases sent out during the same period, is shown by the following:

TABLE II.

	Six months ending Dec. 31, 1891.	Six months ending June 30, 1892.	Total fiscal year ending June 30, 1892.
Packages:			
From blank room	113,811	145,747	259,558
From stationery room	1,352	1,061	2,413
Burlaps twine from paper and twine room	2,881	3,362	6,243
Sacks of twine	4,006	9,861	13,867
Sacks of—			
Paper	8,307	7,846	15,653
Blanks, etc	2,356	1,390	3,746
Stationery from stationery room	264	406	670
Mail matter from mailing room	9,464	10,497	19,961
Sacks from blank room	3,320	3,554	6,874
Cases (scales in each) from paper and twine room	3,067	4,468	7,555
Cases stationery from stationery room	2,274	1,314	3,588
Pouches from mailing room	848	606	1,454
Packages registered	859	1,746	2,605

The quantity of the principal articles furnished is shown by the following:

TABLE III.

Articles.	Six months ending Dec. 31, 1891.	Six months ending June 30, 1892.	Total fiscal year ending June 30, 1892.
Blanks	38,833,326	37,196,486	76,031,812
Facing slips	253,098,080	280,787,280	533,885,360
Books	110,369	117,369	227,738
Letter heads and follow sheets	1,599,840	1,078,520	3,278,360
Marking, rating, and canceling stamps	11,320	19,656	30,976
Jute twine	571,311	579,628	1,150,939
Cotton twine	23,696	21,548	45,243
Hemp twine	5,476	4,473	9,949
Flax twine	830	1,396	2,225
Letter balances and scales	3,136	4,507	7,643
Wrapping paper	19,591	21,280	40,871
Canceling ink	9,264	9,643	18,907
Inking pads	6,773	9,259	16,032
Envelopes	928,350	717,625	1,645,975
Card blotters	71,208	75,360	146,568
Card board	116,044	26,400	142,444
Scratch blocks	5,552	58,773	64,325
Slide labels	814,770	799,650	1,614,420
Examination cards	237,700	677,900	975,600
Rubber bands	2,268	1,919	4,187
Rubber bands	4,456	5,105	9,560
Rubber erasers	3,909	3,419	7,328
Pens	5,104	4,753	9,857
Lead pencils	83,579	90,514	174,093
Penholders	40,078	43,284	83,362
Writing fluid	10,993	1,849	12,842
Mucilage	2,898	978	3,876
Mucilage and inkstands	5,414	4,264	9,678
Sponge cups and paper weights	2,880	1,901	4,781
Steel erasers and envelope knives	3,376	2,774	6,050
Shears	1,309	973	2,282
Rulers and folders	1,041	804	1,845
Carbon and semicarbon paper	41,080	58,611	99,691
Rubber stamps	3,050	4,221	7,271
Press-copy books	817	739	1,556
Copying and blotting pads	2,882	1,214	4,046
Thumb tacks	8,304	9,180	17,484
Pen racks, clips, and letter files	3,713	1,016	4,729
Sealing wax	1,445	1,302	2,747
Paper fasteners	77,000	60,540	137,540
Pins	489	349	838
Pins	1,660	1,615	3,275
Sponge	296	177	473
Shipping tags	46,000	62,200	108,200

There have also been received and disposed of, during the same period the following:

Articles.	Six months ending Dec. 31, 1891.	Six months ending June 30, 1892.	Total fiscal year ending June 30, 1892.
Packages from Government Printing Office	28,868	35,220	64,088
Letters, other than requisitions	4,653	4,606	9,259

The amount of the more important kinds of clerical labor performed is indicated by the following:

TABLE IV.

	Six months ending December 31, 1891.	Six months ending June 30, 1892.	Total fiscal year ending June 30, 1892.
Entries of record:			
Wrapping paper and twine	14,540	16,303	30,843
Stamps	4,987	8,423	13,410
Scales	3,038	4,392	7,430
Ink and pads	4,781	7,121	11,902
Journals	2,334	1,949	4,283
Ledgers	2,334	1,949	4,283
Itemized accounts	10,503	8,770	19,273
Government Printing Office accounts	13,210	10,020	23,230
Itemized:			
Dollars and cents	755	755	755
Inspectors' reports	321	419	740
Orders on contractors	594	568	1,162
Labels and tags written	133,048	184,482	317,530
Circular letters sent	6,089	10,130	17,129
Letters written	6,237	5,540	11,777
Letters received	8,039	6,610	14,649
Receipts written	8,274	7,981	16,255
Memorandum bills filed	1,012	1,254	2,266
Duplicate bills passed	506	627	1,133
Advance exigency allowances to postmasters	455	430	885
Books of record and press copy books	55	55	55

The appropriations and expenditures for the fiscal year ending June 30, 1892, are shown by the following table, omitting cents for convenience:

TABLE V.

	Appropriations.	Expenditures.
Stationery, Post-Office Department	\$13,000	\$12,964
Stationery, first and second class offices	57,000	53,020
Marking and rating stamps, ink, and pads	40,000	27,551
Letter balances and scales	18,000	12,690
Wrapping paper	60,000	55,316
Twine	85,000	84,784
Packing boxes, sawdust, paste, and hardware	2,000	1,350
Printing facing slips, card slide labels, etc	8,000	6,186
Printing and binding	225,000	221,764
Total	508,000	475,225

From the total sum of the appropriations for the fiscal year ending June 30, 1892, \$508,000, there was expended the sum of \$475,225, or 93.5 per cent. This left an unexpended balance of \$32,775.

There was on hand as per inventory July 1, 1892, stock as follows:

Stationery, first and second class offices	\$39, 598. 98
Stationery and free-penalty envelopes, Post-Office Department	7, 097. 98
Twine	19, 921. 45
Wrapping paper	11, 887. 14
Scales	5, 304. 46
Ink and pads	6, 032. 85
Making a total of	87, 842. 86

WRAPPING PAPER.

The amount of this appropriation for the past fiscal year was \$60,000 (see Table V), from which there was expended the sum of \$55,316, leaving a balance unexpended of \$4,684. The value of paper on hand July 1, as per inventory, was \$11,887.

The quantity of paper used for facing slips is rapidly increasing from year to year, as will appear from the following comparative statement of the number of facing slips used in three consecutive years:

1889-'90	432, 692, 640
1890-'91	435, 999, 640
1891-'92	533, 885, 360

The number of reams of paper 20 by 29 inches in size required to cut the number of slips used the past fiscal year was 30,896, being an increase of 5,500 reams over that required for the previous year. The quantity of paper furnished in excess of that for the past fiscal year was about 7,000 reams. There is, in fact, a growing demand for all wrapping papers in use by the Department.

It is estimated that \$60,000 will be required to meet the demands for this article for the fiscal year ending June 30, 1894.

TWINE.

From the \$85,000 appropriated for wrapping twine, there was expended the sum of \$84,784 (see Table V), leaving a balance of only \$216. The value of twines on hand July 1, 1892, was \$17,879. The demand for this article also increases rapidly year by year, and for comparison I give below the quantity of small jute twine, only used during the past three years respectively, as follows:

	Pounds.
1889-'90	916, 131
1890-'91	987, 714
1891-'92	1, 150, 939

This shows an increase of 163,225 pounds over the quantity issued during the previous fiscal year, which, at contract price, is equal to \$9,760. The natural growth of the postal service necessarily increases the issues of jute twine. The amount supplied to the New York, Chicago, Boston, and St. Louis offices alone, during the past fiscal year, was 238,847 pounds; and the amount required for the use of the Railway Mail Service, was 365,350 pounds.

In consideration of the growing demand for this article, I recommend that \$90,000 be appropriated therefor for the fiscal year ending June 30, 1894.

LETTER BALANCES AND SCALES.

Table V shows that, under the appropriation of \$18,000 for the above-named articles, the sum of \$12,690 was expended, leaving a balance of

\$5,310. The continued establishment of new offices, the increase of business at the older offices, and the natural wear and tear of scales now in use, necessarily increase the number of scales furnished each year. For the past fiscal year there have been supplied 5,596 8-ounce letter balances; 1,336 4-pound scales; 69 62-pound, 101 240-pound, 33 400-pound, 17 300-pound, and 3 1,000-pound; the above amounts include only scales under contract. A considerable number of scales of different capacities is purchased for the larger offices when the exigencies of the service require it.

In consideration of the increasing demand for these articles, I recommend that the appropriation therefor be fixed at \$18,000 for the ensuing fiscal year.

STAMPS, INK, AND PADS.

The appropriation for marking, rating, and canceling stamps, stamping ink and inking pads for the fiscal year ending June 30, 1892, was \$40,000. The expenditures were \$27,551 (see Table V), leaving a balance to the credit of the appropriation of \$12,449. This large balance results from the extreme cheapness of all classes of stamps. The respective issues of stamps, ink, and pads show a marked increase over those of the previous fiscal year. In the item of stamps alone there was an excess of 4,820.

I recommend that an appropriation of \$40,000 be made for the supply of these articles for the fiscal year ending June 30, 1894.

STATIONERY AND FREE PENALTY ENVELOPES.

The sum of \$13,000 was appropriated for stationery and free penalty envelopes for the use of the Post-Office Department for the current fiscal year, and there was expended the sum \$12,963 (see Table V), leaving a balance of \$37.

I recommend that an appropriation of \$13,000 be made for this item for the fiscal year ending June 30, 1894.

The amount of the appropriation for the requirements of first and second-class offices was \$57,000. Of this there was expended the sum of \$53,020 (see Table V), leaving a balance of \$3,980. The number of offices requiring necessary supplies increases yearly at the ratio of about 10 per cent, as the following statement will show:

1889-'90	666
1890-'91	730
1891-'92	796

In addition to supplying the first and second class offices, stationery is furnished to the eleven divisions of the railway-mail service and the twelve post-office inspectors in charge of divisions. The increase in the number of post-offices naturally increases the quantity of supplies; but owing to the fact that a slight decrease in the cost of stationery occurs each year, it is thought that the present appropriation will be sufficient to meet the requirements for the ensuing year.

I therefore recommend that the same amount, viz, \$57,000, be appropriated to meet the demands for this item for the fiscal year ending June 30, 1894.

FACING SLIPS, CARD-SLIDE LABELS, BLANKS, BOOKS, ETC.

From the total of \$8,000 appropriated for this service there was expended the sum of \$6,186 (see Table V), leaving to the credit of the

appropriation \$1,814. The records of the past two years show that the amount of facing slips issued, and paid for from this appropriation, was as follows:

Fiscal year ending June 30, 1891.....	163, 084, 000
Fiscal year ending June 30, 1892.....	253, 569, 000

an increase of 90,485,000 slips, at a cost of over \$1,900. This is a fair estimate upon which to base the increase for the coming year.

In consideration of this fact I suggest that \$10,000 be appropriated for this item for the fiscal year ending June 30, 1894.

PACKING BOXES, SAWDUST, PASTE, AND HARDWARE.

From the appropriation of \$2,000 for purchasing the above-named articles there has been expended the sum of \$1,350 (see Table V), leaving a balance to the credit of the appropriation of \$650.

I recommend that the same amount, \$2,000, be appropriated for the purpose of purchasing packing boxes, sawdust, paste, and hardware for the fiscal year ending June 30, 1894.

PRINTING AND BINDING.

The appropriation proper for this item was \$200,000. This amount was practically exhausted before the commencement of the last quarter of the year, and it became necessary to apply to Congress for an additional sum of \$25,000, which was granted, making a total of \$225,000 for the fiscal year ending June 30, 1892.

From this amount there was expended the sum of \$221,364 (see Table V), leaving a balance of \$3,636 to the credit of the appropriation. In addition to the above expenditure there were carried over to the appropriation of 1892-'93 requisitions, amounting to \$10,143, making the total amount of the 4,646 requisitions forwarded to the Public Printer \$231,507. Deducting the amount as above stated for bills carried over leaves but \$189,857 out of the present appropriation to meet the demands of the service for the present fiscal year. I therefore recommend that \$240,000 be appropriated for this item for the fiscal year 1893-'94.

To present properly the magnitude of the work of this division would require great labor and time, and would result in a voluminous report. A condensed statement is therefore submitted, showing only the more important items and the increase in the amount of issues thereof, by comparing the figures of the fiscal year 1886-'87 with those of 1891-'92.

	1886-'87.	1891-'92.
Blanks.....	60, 468, 900	76, 031, 812
Books.....	112, 403	227, 788
Facing slips.....	193, 091, 700	533, 885, 260
Postmarking stamps.....	17, 500	80, 976
Jute twine..... pounds.....	566, 000	1, 150, 939
Letter balances and scales.....	2, 180	7, 643
Wrapping paper..... reams.....	21, 747	40, 871
Inking pads.....	10, 411	16, 032
Canceling ink..... pounds.....	13, 575	18, 907

It will be observed that the quantity of supplies issued during the space of five years has increased, in nearly every instance, about 100 per cent.

The labor incident to this vast increase has been practically accom-

plished by the same number of employes, there being in the division during 1886-'87, 20 employes, while at present the force numbers 23, the increase consisting of 2 laborers and one assistant messenger. The clerical force is numerically the same that it was five years ago.

In 1887, there were 54,252 post-offices; in 1892, 64,965, an increase of 10,713 during the past five years, classed as follows: 54 first class, 197 second class, 563 third class, and 9,899 fourth class. This large increase in the number of post-offices has, of course, brought with it a proportionate increase in the volume of business transacted by this division, and, in order to promptly meet the growing demands of postmasters and at the same time prevent the respective appropriations from becoming exhausted before the close of the fiscal year, a change in the method of issuing supplies has been inaugurated and is now in successful operation.

The division is subdivided into four distinct sections, each one of which is in charge of a clerk, and the work is so classified and arranged that articles called for by requisitions are immediately forwarded, so that at the close of the business hours of the day no orders remain unfilled, and, were it required, a daily report of all work done could be readily furnished.

Under the new system postmasters are required to forward a correct inventory of all stationery on hand before being furnished with their semiannual supplies. This enables the Department to determine more accurately the quantity of each article actually needed for the ensuing six months.

The methods previously employed in issuing and recording stamps, ink, and pads have also been superseded by improved methods, resulting in a saving of expense, labor, and time, and giving in condensed form a more complete record of the work. Good results have likewise followed a change in the mode of recording and issuing wrapping paper and twine. A change in the manner of preparing and winding twine has resulted in the utilization of large quantities which, under the former methods, were rendered valueless. A change in the manner of keeping accounts with the Public Printer has also produced very satisfactory results, the work now being less laborious and complicated.

Below is a recapitulation of the estimated amounts of the various appropriations required for the fiscal year ending June 30, 1894, and which are precisely the same as those granted for the past fiscal year, with the exception of \$2,000 additional for printing facing slips, etc., \$15,000 additional for printing and binding, and \$5,000 for wrapping twine:

Items.	Appropriations.
Stationery in post-offices.....	\$57, 000
Stationery and free penalty envelopes, Post-Office Department.....	13, 000
Wrapping twine.....	90, 000
Wrapping paper.....	60, 000
Letter balances, scales, and test weights.....	18, 000
Postmarking and rating stamps, repairs to same, ink and pads for stamping and canceling purposes.....	40, 000
Packing boxes, sawdust, paste, and hardware.....	2, 000
Printing facing slips, cutting same, card-slide labels, blanks and books of an urgent nature for the postal service.....	10, 000
Printing and binding.....	240, 000

LEGISLATION RECOMMENDED.

I most respectfully and earnestly renew the recommendation of the previous year relative to postmarking, rating, and canceling stamps, and recommend that the term of the contract be extended from one to three years.

The necessity for this change becomes more and more apparent in view of the constant increase of postal business and the importance of enlarging postmarking and canceling facilities. As suggested in the report of this office for the previous fiscal year, the great expense incident to the manufacture of these articles, together with the short period for which the contract is given, prevents many persons from entering the competition who would otherwise do so. Were the contract term extended to three years, as proposed, the successful bidder would feel justified in incurring the expense necessary to enable him to furnish these articles; hence the number of competitors would be increased and the outcome would be a material reduction in the amount now paid for the said articles under the one year term. I trust it may be your pleasure to give this subject your earnest consideration.

DEAD LETTER OFFICE.

By the provisions of the regulations—

The Dead Letter Office, under the direction of the Superintendent, is charged with the treatment of all unmailable and undelivered mail matter which is sent to it for disposition; the enforcement of the prompt sending of such matter according to the regulations; the duty of noting and correcting errors of postmasters connected with the delivery or withholding of mail matter; the investigation by correspondence of complaints made with reference thereto; the verification and allowance of claims for credit by postmasters for postage-due stamps affixed to undelivered matter; the examination and forwarding or return of all letters which have failed of delivery; inspection and return to country of origin of undelivered foreign matter; recording and restoration to owners of letters and parcels which contain valuable inclosures; care and disposition of all money, negotiable paper, and other valuable articles found in undelivered matter, and correspondence, both foreign and domestic, relating to these subjects.

While the functions and scope of the duties of the office, as thus defined, are such that its annual reports are made up principally of statistics, it has been the purpose to classify, arrange, and present these in such a manner as to readily exhibit the work for the year in its various details.

It is a matter of congratulation that the completion of the first year of the identification of the Dead Letter office with the office of the First Assistant Postmaster-General found its affairs in an exceptionally good condition, its work fully up to date, and its several divisions so efficiently organized as to insure the prompt and thorough discharge of the duties imposed upon each.

For many years past the annual reports of this office have shown a steady increase in the quantity of mail matter reaching it, not as large as the general increase in the volume of the postal business of the country would seem to render inevitable, but still an increase. The last year, however, has not only seen this steady increase arrested, but the figures show an actual and significant decrease in the aggregate receipts of the office. There were received during the year 6,780,980 pieces of original dead mail matter, being a net decrease of 48,480 pieces, or nearly 1 per cent from the number received last year.

It may serve your convenience, as well as that of others who may

have occasion to consult these figures, to preface the formal tables with an abstract exhibiting in briefer form the results shown by them.

There were 5,520,788 domestic mailable letters received, a decrease of 71,775 as compared with the previous year; of these 5,145,296, a decrease of 31,754, were ordinary unclaimed letters; 181,983, an increase of 10,826, were letters returned from hotels; 34,020, a decrease of 7,749, were letters to fictitious addresses; and 165,200, a decrease of 43,098, were letters returned from foreign countries.

There were 557,646 domestic unmailable letters received, of which 994, an increase of 513, contained unmailable articles; 95,449, a decrease of 9,224, were held for postage; 445,914, an increase of 3,275, were misdirected; 32,612, an increase of 4,845, were wholly without address; and 2,677, a decrease of 1,014 were of a miscellaneous character.

The domestic mail parcels of third and fourth class matter received numbered 81,081 pieces, being a decrease of 938.

Of the matter mailed in foreign countries there were 541,933 letters, an increase of 25,986, and 46,598 parcels of valuable printed matter, merchandise, samples, etc., a decrease of 3,892 pieces, which were returnable. Of the foreign letters 71,763, an increase of 5,280, were misdirected.

There were also received 6,367 registered letters and packages of domestic origin, an increase of 12, and 20,856, an increase of 1,856, of foreign origin, making 27,223 in all.

Seven hundred and seventy-six thousand three hundred and ninety-nine of the letters and parcels of domestic and foreign origin, an increase of 29,372, were returned to owners unopened, and 6,003,615, a decrease of 77,145, were opened for treatment.

Corrected addresses to 67,942 misdirected letters of domestic origin, an increase of 2,379, and 6,586 of foreign origin, an increase of 3,138, were supplied by the Dead Letter Office and the letters forwarded accordingly.

Thirty thousand six hundred and ninety-one letters contained money to the amount of \$48,864.32; of these 20,618, containing \$35,924.52, were restored to senders or were in process of restoration, and 10,073, with \$12,940.80, were filed for want of proper clue to owners.

Thirty thousand three hundred and thirty-six contained drafts, checks, notes, deeds, mortgages, etc., representing \$1,615,436.38, of which 28,638 containing \$1,296,072 were restored to owners, and 1,698, representing \$319,364.38, being undeliverable, were filed subject to reclamation.

Three thousand six hundred and eighty-nine contained postal notes amounting to \$5,565.89; these, with the exception of 268, containing \$420.20, which afforded no clue to sender, were restored to owners or in process of restoration.

Thirty-eight thousand four hundred and seventy contained receipts, paid and canceled obligations, and miscellaneous papers of more or less value, 33,567 of which were restored to owners.

Thirty-eight thousand four hundred and seventy contained photographs and 138,114 contained postage stamps.

Of the 84,626 parcels containing merchandise, etc., 29,212 were returned to senders. Thirty-six thousand three hundred and sixty-three, being mainly without address, were filed as undeliverable, and 18,824, containing printed matter of no value and nonreturnable, fruit, seeds, liquid medicines, etc., were destroyed.

Twenty-two thousand five hundred and fifty-one unclaimed and 14,749 unaddressed parcels from the receipts of 1888-'89, making 37,300

in all, were disposed of at public auction during the year, realizing \$3,559.26, the net proceeds of which were covered into the United States Treasury.

Five million six hundred and forty-six thousand four hundred and twenty-three, or 95 per cent, of the letters opened contained no inclosures of obvious value; 1,801,004, an increase over last year of 231,691, were returned to writers, and 3,853,693, a decrease of 482,557, which either disclosed no definite or sufficient address of the writer to make return practicable, or contained inclosures in the nature of printed matter and absolutely nondeliverable, were destroyed.

During the fiscal year ending June 30, 1890, the receipts of the Dead Letter Office were some 6,500,000 pieces, being an increase of 310,000 pieces, or 5 per cent, over the preceding year.

During the year ending June 30, 1891, while it appeared from estimates of the quantity of matter dispatched through the mails that there was an increase in letters alone of over 150,000,000, the increase to the Dead Letter Office was but 311,000 pieces, or $4\frac{1}{2}$ per cent.

During the year just closed, although the general volume of the business and operations of the service have approached 8 per cent in excess of the previous year, the usual and even ordinarily expected increase has not only disappeared, but the gratifying fact appears that there was a net decrease of over 48,000, or nearly 1 per cent in the number of pieces sent to the Dead Letter Office.

It would be natural to assume, considering the large annual increase of the postal business, as evidenced by increased revenues and other unmistakable proofs, that the receipts of the Dead Letter Office would annually increase in like proportion. The extension of the service upon new lines, the establishment of new offices in sparsely settled but rapidly growing communities with a population as yet unsettled, and other causes not necessary to enumerate, might well result in the failure of an increasing proportion of mail matter to reach the hands for which it was intended. That, on the contrary, this proportion has markedly decreased clearly indicates an improved service, resulting perhaps in part from a greater degree of care shown by those who employ the facilities afforded them.

It is true now as ever that a very large proportion of the matter which reaches this office does so not because of any defects in the system or the service, but because of want of care on the part of the patrons of the mails. It would not be possible to state this proportion in figures, because the technical distinctions of "held for postage," "misdirected," etc., of which an account can readily be made, must be largely swelled by that indefinite proportion which, while properly prepaid and dispatched according to the addresses, still fail of successful delivery by reason of hasty and careless directions, confusion arising from offices of the same or similar names in different States, and other causes which need not be specified.

The fact that the figures show an increase of more than 17 per cent in letters without any address whatever clearly indicates that want of care which is exhibited in so many other ways and which no vigilance on the part of the employés of the postal service can remedy.

In recent years the increase of the work of the office, without a corresponding increase in its clerical force, has at times necessitated extra hours of service. It is gratifying to state, however, that during the past year, without any increase of force, and wholly within the daily official hours of labor, the office has had its work at all times well in hand and practically up with its current daily receipts.

While the report of last year showed that the work had only been disposed of by recourse to extra time, and that over a hundred thousand letters in excess of the previous year were returned to writers, the report this year will show the work of every branch up to date and an increase of 231,000 over last year in the number of letters returned to writers.

It is not unreasonable to suppose that the improvement in this branch of the service is a healthful reflection of that general improvement apparent in all the lines of the service. Though perhaps not susceptible of direct proof, indications are not wanting that the visitations of minor offices instituted by the Postmaster-General have been instrumental in exciting a praiseworthy spirit of emulation certain to manifest itself in good results.

CLASSIFICATION, TREATMENT, AND DISPOSITION OF MAIL MATTER IN THE DEAD LETTER OFFICE DURING THE FISCAL YEAR ENDED JUNE 30, 1892.

There were received in the Dead Letter Office during the year 6,781,180 pieces of original dead mail matter, a decrease of 48,080 pieces, or 0.7 per cent less than the number received during the fiscal year ended June 30, 1891.

In addition to this number there were also received 194,950 letters without valuable inclosures, which had been returned to the writers, but, failing of delivery, were again sent to the Dead Letter Office.

These, together with 284 held-for-postage letters and 5,711 letters of foreign origin on hand and undisposed of on July 1, 1891, make the total number of pieces treated during the year 6,981,925, which were classified, treated, and disposed of as shown by the following detailed statements and exhibits:

1. Domestic mailable letters:		
(a) Ordinary unclaimed letters.....	5, 145, 296	
(b) Letters returned from hotels.....	181, 983	
(c) Letters bearing fictitious addresses.....	34, 020	
(d) Letters returned from foreign countries.....	165, 200	
(e) Ordinary letters without inclosures sent to writers and returned on failure to deliver.....	194, 950	
		5, 721, 449
2. Domestic unmailable letters:		
(a) Letters containing unmailable articles.....	994	
(b) Letters held for postage.....	95, 733	
(c) Letters misdirected or only partially addressed.....	425, 914	
(d) Letters without address.....	32, 612	
(e) Miscellaneous.....	2, 677	
		557, 930
3. Domestic parcels of third and fourth class matter.....		81, 081
4. Letters mailed in foreign countries.....		547, 644
5. Printed matter, samples, etc., mailed in foreign countries and return- able.....		46, 598
6. Registered articles:		
(a) Of domestic origin.....	6, 367	
(b) Of foreign origin.....	20, 856	
		27, 223
Total as before.....		6, 981, 925

The mail matter treated during the year was disposed of as follows:

Domestic mailable letters:	
Card and request letters delivered unopened.....	89, 064
Letters opened (disposed of as detailed below).....	5, 437, 435
Ordinary letters without valuable inclosures sent to writers and re- turned on account of failure to deliver and subsequently destroyed.....	194, 950

Domestic unmailable letters:

Held-for-postage letters forwarded unopened to addresses on receipt of postage	4,429
Held-for-postage letters forwarded to officials unopened	302
Held-for-postage letters returned to card address	1,329
Held-for-postage letters opened (disposed of as below)	89,428
Held for-postage letters on hand at close of year	245
Misdirected letters forwarded unopened after correction of address ..	67,942
Misdirected letters returned to card address	1,098
Misdirected letters opened (disposed of as below)	356,874
Letters without address opened (disposed of as below)	32,612
Letters containing unmailable articles opened (disposed of as below) ..	994
Miscellaneous unmailable letters opened (disposed of as below)	2,677
Domestic third and fourth class matter:	
Parcels opened and disposed of as below	81,081

Foreign matter:

Letters returned to the country of origin or delivered to addresses	541,287
Letters on hand at close of year	6,357
Parcels of printed matter, samples, etc., returned unopened or delivered to addresses	46,598
	<hr/> 594,242

Registered articles:**Domestic:**

Of domestic origin delivered unopened	3,853
Of domestic origin, opened	2,514
	<hr/> 6,367

Foreign:

Returned to country of origin or delivered to addresses ..	20,497
On hand at close of year	359
	<hr/> 20,856

Total 6,981,925

The following was the disposition of mail matter opened in the Dead Letter Office:

Delivered:

Letters containing money	16,004
Letters containing drafts, money orders, etc	27,190
Letters containing postal notes	2,987
Letters containing miscellaneous papers, etc	33,567
Letters containing postage stamps	125,259
Letters containing nothing of value	1,801,004
Photographs	28,709
Parcels of merchandise, books, etc	29,212
	<hr/> 2,063,932

Returned to owners and awaiting evidence of delivery:

Letters containing money	1,600
Letters containing drafts, notes, etc	1,347
Letters containing postal notes	429
	<hr/> 3,376

Under treatment looking to delivery:

Letters containing money	3,014
Letters containing drafts, money orders, etc	101
Letters containing postal notes	5
Letters containing nothing of value	9,136
Parcels of merchandise, books, etc	227
	<hr/> 12,483

Filed upon failure to deliver, subject to reclamation:

Letters containing money	10,073
Letters containing drafts, notes, etc	1,698
Letters containing postal notes	268
Letters containing miscellaneous papers, etc	4,393
Letters containing postage stamps	2,948
Photographs	10,031
Parcels of merchandise, books, etc	36,363
	<hr/> 65,774

Destroyed:

Letters without inclosures which could not be returned to writers	3, 853, 693	
Parcels containing pamphlets, fruits, seeds, medicine, etc ...	18, 824	
Letters containing postage stamps	9, 907	
Letters containing miscellaneous papers, etc	510	
		3, 882, 934
Grand total		6, 028, 490

FOREIGN DEAD MAIL MATTER.

Returned to country of origin:		
Registered articles	20, 158	
Ordinary letters	534, 448	
Parcels of printed matter, samples, etc	43, 552	598, 158
Delivered to addressees on application:		
Registered articles	225	
Ordinary letters	253	
Parcels of printed matter, samples, etc	301	779
Misdirected matter forwarded to corrected addresses:		
Registered articles	114	
Ordinary letters	6, 586	
Parcels of printed matter, samples, etc	2, 745	9, 445
On hand under treatment at close of year:		
Registered articles	359	
Ordinary letters	6, 357	6, 716
Total		615, 098

MATTER RETURNED FROM FOREIGN COUNTRIES.

The number of pieces of mail matter originating in the United States and returned to Dead Letter Office as undeliverable were classified as follows:

Registered articles	1, 950
Ordinary letters (including postal cards)	226, 786
Parcels of printed matter, samples, etc	64, 872
Total	293, 608

DEAD REGISTERED MATTER.

Of the 6,367 unclaimed registered letters and parcels received there were:

Delivered to addressees or restored to senders	5, 045
Returned to postmasters for delivery and awaiting receipt	158
Filed upon failure to discover ownership and awaiting reclamation	1, 164
Total	6, 367

VALUE OF INCLOSURES IN MAIL MATTER RESTORED TO OWNERS.

The following table shows the number of letters restored to owners or in course of restoration, with the character and value of contents:

Description.	Number.	Value.
Letters containing money restored to owners	16, 004	\$28, 144. 57
Letters containing money outstanding in the hands of postmasters for restoration to owners	1, 600	4, 761. 66
Number of letters containing drafts, checks, notes, money orders, etc., restored to owners	27, 190	1, 138, 873. 10
Number of letters containing, drafts, checks, notes, money orders, etc., outstanding in the hands of postmasters for restoration to owners	1, 347	153, 882. 94
Number of letters containing postal notes restored to owners	2, 987	4, 443. 23
Number of letters containing postal notes outstanding in the hands of postmasters for restoration to owners	429	696. 51

REVENUE DERIVED FROM DEAD MAIL MATTER.

The amount of revenue derived from dead mail matter during the year and delivered to the Third Assistant Postmaster-General for deposit in the Treasury is shown by the following statement:

Amount separated from dead letters that could not be restored to owners	\$12, 423. 85
Amount realized from auction sale in December, 1891, of parcels of merchandise which could not be restored to owners	3, 498. 33
Total	15, 922. 18

POSTAGE STAMPS.

The following amounts of postage stamps were received in the Dead Letter Office from the several sources named and were destroyed under proper supervision:

Separated from dead letters for which no owner could be found	\$213. 89
Found loose in the mails and sent to the Dead Letter Office by postmasters.	283. 74
Received for payment of postage on held-for-postage matter forwarded to destination and parcels of third and fourth class matter returned to senders (sent out from Dead Letter Office under an official envelope)...	439. 08
Received from postal administration of Canada United States postage stamps accepted by that administration in payment of postage on matter held for postage in Canada, in accordance with the agreement between the two countries	151. 51
Total value of stamps destroyed	1, 088. 22

In addition to the above, postage stamps to the value of \$2,251.25 have been received and affixed to parcels of matter addressed to foreign countries not transmissible in the mails unless prepaid at letter rates of postage.

In the exchange of postage stamps mutually accepted by the United States and Canada in the payment of postage on short-paid matter addressed to either country there have been received from the Canadian administration United States postage stamps to the amount of \$151.51. There were returned to Canada by this office Canadian postage stamps amounting to \$61.31, leaving a balance due the Canadian administration of \$90.20, which has been duly reported for payment.

DEAD MATTER GIVEN TO CHARITABLE INSTITUTIONS.

During the year 15,600 magazines, illustrated papers, picture cards, etc., which could not be restored to the owners, were distributed among the inmates of the various hospitals, asylums, and other charitable institutions in the District of Columbia, as heretofore, by order of the Postmaster-General.

The following shows the number and character of the matter distributed:

Magazines	2, 003
Pamphlets	4, 025
Illustrated papers	4, 062
Picture cards, etc.....	5, 510
Total	15, 600

CORRESPONDENCE.

During the year there were received 21,558 inquiries for alleged missing mail matter, which were duly examined and the results reported to the applicants. In a large percentage of these inquiries it was found

upon examination that the alleged missing matter had been properly delivered by the postal service. Where this was not the fact, and no trace of the missing matter was found upon the records of this office, the cases were duly reported to the chief post-office inspector for further investigation.

There were also written 6,264 special communications in answer to inquiries from postmasters and others relating to postal matters connected with this office.

Statement showing number of pieces of dead mail matter treated in Dead Letter Office during the fiscal year ended June 30, 1892.

Received.	Number.
Domestic mailable letters:	
Received during the year	5, 526, 499
Returned on failure to deliver to writers (without inclosures)	194, 950
	5, 721, 449
Domestic unmailable letters:	
Held for postage:	
On hand July 1, 1891	284
Received during the year	95, 449
	95, 733
Containing unmailable articles	994
Misdirected	425, 914
Without address	32, 612
Miscellaneous	2, 677
Domestic third and fourth class matter (parcels)	81, 081
Foreign matter:	
On hand July 1, 1891	5, 475
Received during the year	542, 169
Printed matter, samples, etc	46, 598
	594, 242
Registered matter:	
On hand July 1, 1891, foreign	236
Received during the year:	
Domestic	6, 367
Foreign	20, 620
	27, 223
Total	6, 981, 925

Disposition.	Delivered unopened.	Opened.	On hand July 1, 1891.
Domestic mailable letters	89, 064	5, 437, 435	
Domestic unmailable letters:			
Held for postage	6, 060	89, 428	245
Containing unmailable matter		994	
Misdirected	69, 040	356, 874	
Without address		32, 612	
Miscellaneous		2, 677	
Registered letters:			
Domestic mailed	3, 853	2, 514	
Foreign mailed	20, 497		359
Domestic third and fourth class matter (parcels)		81, 081	
Foreign matter:			
Ordinary letters	541, 287		6, 357
Printed matter, samples, etc	46, 598		
Total	776, 399	6, 003, 615	6, 961
Total			6, 786, 975
Letters without inclosures returned on failure to deliver to writers, and destroyed			194, 950
Grand total			6, 981, 925

Statement showing the disposition of mail matter opened in the Dead Letter Office during the fiscal year ended June 30, 1892.

	Containing money.		Containing drafts, checks, notes, etc.		Containing postal notes.	
	Number.	Value.	Number.	Value.	Number.	Value.
RECEIVED.						
Outstanding in the hands of postmasters at close of last fiscal year..	1,551	\$4,950.03	1,609	\$293,196.11	896	\$655.16
On hand undisposed of at Dead Letter Office at the close of last fiscal year	2,787	4,463.96	120	8,066.49	11	16.10
Received during the year.....	28,353	39,450.33	28,607	1,314,173.78	3,282	4,894.63
Total	30,691	48,864.32	30,336	1,615,436.38	3,689	5,565.89
DISPOSITION.						
Delivered to owners.....	16,004	28,144.57	27,190	1,138,873.10	2,967	4,443.23
Filed in Dead Letter Office on failure to deliver to owners	10,073	12,940.80	1,098	319,364.38	268	420.20
Destroyed on failure to deliver to owners						
On hand in Dead Letter Office undisposed of	3,014	3,017.29	101	3,315.96	5	5.95
Outstanding in the hands of postmasters for restoration to owners..	1,600	4,761.66	1,347	153,882.94	429	696.51
Total	30,691	48,864.32	30,336	1,615,436.38	3,689	5,565.89

	Number containing merchandise, books, etc.	Number containing receipts, paid notes, etc.	Number containing photo-graphs.	Number containing postage stamps.	Number containing nothing of value.	Total.	
						Number.	Value.
RECEIVED.							
Outstanding in the hands of postmasters at close of last fiscal year						3,556	\$296,801.30
On hand undisposed of at Dead Letter Office at the close of last fiscal year	208	158	122	512	17,410	21,328	12,546.55
Received during the year ...	84,418	38,312	38,618	137,602	5,646,423	6,003,615	1,358,518.74
Total.....	84,626	38,470	38,740	138,114	5,663,833	6,028,499	1,669,866.59
DISPOSITION.							
Delivered to owners.....	29,212	38,567	28,709	125,259	1,801,004	2,063,932	1,171,460.90
Filed in Dead Letter Office on failure to deliver to owners	36,363	4,393	10,031	2,948		65,774	332,725.38
Destroyed on failure to deliver to owners.....	18,824	510		9,907	3,853,698*	3,882,934	
On hand in Dead Letter Office undisposed of	227				9,136	12,483	6,339.20
Outstanding in the hands of postmasters for restoration to owners						3,376	159,841.11
Total.....	84,626	38,470	38,740	138,114	5,663,833	6,028,499	1,669,866.59

* Including 185,785 ordinary letters containing inclosures of such a character that no attempt was made to return them.

Statement of unmailable, hotel, and fictitious matter received at the Dead Letter Office for the fiscal year ended June 30, 1892.

Received.	Number.	Disposition.	Number.
Letters:		Letters:	
Held for postage:		Held for postage:	
Foreign address	11, 863	Foreign address, circulars sent to collect postage	6, 158
Domestic address	83, 596	Official, forwarded	302
	95, 449	Returned to card address	1, 329
Misdirected:		Opened	87, 660
Ordinary	485, 559		95, 449
Without address	32, 612	Misdirected:	
	518, 171	Turned over to foreign division	71, 768
Unmailable, coin, etc	994	Address corrected and forwarded	67, 942
Hotel	193, 720	Returned to card address	1, 098
Fictitious	34, 850	Opened	344, 751
Returned, misdirected	12, 123		485, 559
Miscellaneous	2, 677	Without address, opened	32, 612
		Unmailable (containing coin, etc), opened	994
Total	857, 984	Hotel:	
Parcels:		Turned over to foreign division	11, 737
Held for postage	5, 413	Returned to card address	268
Misdirected	6, 502	Opened	181, 715
Without address	16, 853		193, 720
Containing unmailable matter	17, 991	Fictitious:	
Excess of weight and measure	1, 264	Delivered to foreign division	830
		Opened	34, 020
Total parcels	48, 023	Returned misdirected, opened	34, 850
		Miscellaneous, opened	12, 123
		Total letters	857, 984
		Parcels:	
		Examined and turned over to other divisions	48, 023
Grand total	906, 007	Grand total	906, 007

Statement showing dead mail matter of foreign origin received and disposed of during the fiscal year ended June 30, 1892.

Received.		Disposition.	
Class.	Number.	Class.	Number.
Registered articles:		Registered articles:	
On hand July 1, 1891....	236	Returned to country of origin.....	20, 158
Received during year.....	20, 620	Delivered to addressees....	225
	20, 856	Misdirected letters forwarded to corrected addresses.....	114
Ordinary letters: *		On hand.....	359
On hand July 1, 1891.....	5, 475		20, 856
Received during year.....	542, 169	Ordinary letters:	
	547, 644	Returned to country of origin.....	534, 448
Parcels and printed matter received during year.....	46, 598	Delivered to addressees....	253
		Misdirected letters forwarded to corrected addresses.....	6, 586
		On hand.....	6, 357
			547, 644
		Parcels and printed matter:	
		Returned to country of origin.....	43, 552
		Delivered to addressees....	301
		Misdirected letters forwarded to corrected addresses.....	2, 745
			46, 598
Total.....	615, 098	Total.....	615, 098

* Including postal cards.

Total number of articles disposed of:	
Returned to country of origin.....	596, 158
Delivered to addressees.....	779
Misdirected letters forwarded to corrected addresses.....	9, 445
On hand.....	6, 716

Statement showing the number of letters originating in the United States and returned by foreign countries as undeliverable during the fiscal year ended June 30, 1892.

Class.	Number.
Registered letters.....	1, 950
Ordinary letters.....	226, 786
Parcels and printed matter.....	64, 872
Total.....	293, 608

* Including postal cards.

Table showing class and number of pieces of undelivered matter returned to the following foreign countries.

Countries.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Antigua	1	59		60
Argentine Republic	122	904	70	1,096
Austria-Hungary	5,877	48,830	2,850	55,557
Bahamas	7	475	2	484
Bangkok, Siam		14		14
Barbados	3	263	5	271
Belgium	105	2,479	1,768	4,352
Bermuda	1	429	4	434
Bolivia	5	23	3	31
Brazil	111	848	28	987
British Guiana	6	144	2	152
British Honduras		56		56
British India	31	826	189	1,046
Bulgaria	15	50	1	66
Canada	1,334	101,781	2,447	103,562
Ceylon	1	37	1	39
Chile	20	488	14	522
Colombia, Republic of	23	442	41	506
Costa Rica	7	158	6	171
Cuba	47	1,688	178	1,913
Danish West Indies	2	239	4	245
Denmark	01	0,436	428	6,925
Dominica		16		16
Ecuador	2	90	5	97
Egypt	36	224	13	273
France	563	10,490	14,903	25,956
French West Indies	2	40		42
Germany	3,742	64,082	3,701	71,505
Gibraltar	9	132	2	143
Great Britain	1,439	101,283	6,122	108,824
Greece	65	607	30	702
Grenada	3	28		29
Guatemala	21	244	11	276
Hawaii	22	737	23	782
Haiti	5	108	4	117
Honduras, Republic of	4	108	7	119
Hongkong	23	405	425	853
Italy	2,194	57,609	3,740	63,543
Jamaica	4	492	6	502
Japan	47	965	87	1,099
Java, Netherland Indies	6	57	5	68
Liberia	1	44		45
Luxemburg	35	635	12	682
Malta	8	86	4	89
Mauritius	1	15		16
Mexico	213	10,363	148	10,724
Monaco	2	28	1	31
Montserrat		4		4
Netherlands	45	2,870	1,763	4,678
Netherlands, W. I.	3	79	2	84
Norfolk		7		7
Newfoundland	12	926	16	954
New South Wales	35	919	48	1,002
New Zealand	14	579	34	627
Nicaragua	6	197	5	208
Norway	148	12,344	776	13,268
Paraguay	7	15	2	24
Persia	2	9		11
Peru	8	256	31	295
Philippine Islands	1	23		24
Porto Rico	2	148	3	153
Portugal	221	3,988	238	4,447
Queensland	10	301	14	331
Romania	111	1,839	17	1,967
Russia	2,451	53,220	737	56,408
St. Christopher		122		122
St. Lucia	2	24		26
St. Vincent		27		27
Salvador, Republic of	3	60	13	76
San Domingo	3	233	2	238
Serbia	6	7		13
Shanghai, U. S. postal agency		5		5
Society Islands	2	18		20
Spain	07	1,072	725	1,864
Straits Settlements	7	62		69
Surinam	1	27		28
Sweden	270	84,176	1,150	85,596
Switzerland	884	5,000	527	5,917

Table showing class and number of pieces of undelivered matter returned to the following foreign countries—Continued.

Countries.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Tasmania.....	2	55	4	61
Tobago.....		4		4
Trinidad.....	3	107	2	112
Turkey.....	52	777	47	876
Turks Island.....		14		14
Uruguay.....	15	174	7	196
Venezuela.....	10	316	22	348
Victoria.....	23	823	77	923
Postal Union.....				
Miscellaneous.....				
Total.....	20,156	534,448	43,552	698,156

Table showing class and number of pieces of undelivered matter received from the following foreign countries.

Countries.	Registered.	Ordinary.	Parcels and printed matter.	Total.
Antigua.....	1	30		31
Argentine Republic.....	3	2,833	170	3,006
Austria-Hungary.....				
Bahamas.....	2	904	1	907
Bangkok, Siam.....				
Barbados.....	1	361	73	435
Belgium.....				
Bermuda.....	3	369		372
Bolivia.....		32		32
Brazil.....		1,552	81	1,583
British Guiana.....		152	360	512
British Honduras.....		25	3	28
British India.....				
Bulgaria.....				
Canada.....	464	81,336	14,606	96,406
Ceylon.....				
Chile.....		828	457	1,285
Colombia, Republic of.....		702	11	713
Costa Rica.....				
Cuba.....		2,152	850	3,002
Danish West Indies.....		183	12	195
Denmark.....				
Dominica.....	1	6		7
Ecuador.....		10	6	16
Egypt.....				
France.....		6,890	3,271	9,161
French West Indies.....		9	1	10
Germany.....				
Gibraltar.....		55	6	61
Great Britain.....	740	58,878	9,411	69,029
Greece.....				
Grenada.....		49		49
Guatemala.....	3	8		11
Hawaii.....	27	732		759
Hayti.....				
Honduras, Republic of.....	8	493	11	512
Hongkong.....		301	7	308
Italy.....	163	3,910	2,215	6,288
Jamaica.....		555		555
Japan.....		757	828	1,585
Java, Netherlands Indies.....		16	12	28
Liberia.....				
Luxemburg.....				
Malta.....				
Mauritius.....				
Mexico.....	385	10,361	177	10,923
Monaco.....				
Montserrat.....		1	1	2
Netherlands.....		500	604	1,104
Netherlands, W. I.....		9	20	29
Nevis.....				
Newfoundland.....		1,904		1,904
New South Wales.....	81	1,193	1	1,275

Table showing class and number of pieces of undelivered matter received from the following foreign countries—Continued.

Countries.	Registered.	Ordinary.	Parcels and printed matter.	Total.
New Zealand.....	4	423	990	1,417
Nicaragua.....	5	270		275
Norway.....				
Paraguay.....		1		1
Persia.....				
Peru.....	17	292		309
Philippine Islands.....				
Puerto Rico.....		148		148
Portugal.....	27	628	1,000	1,664
Queensland.....	10	336	118	464
Roumania.....				
Russia.....				
St. Christopher.....		21		21
St. Lucia.....		43	21	64
St. Vincent.....	2	42	1	45
Salvador, Republic of.....		140		140
San Domingo.....	8	204		212
Serbia.....				
Shanghai, U. S. postal agency.....				
Society Islands.....				
Spain.....	12	534	1,610	2,156
Straits Settlements.....		75	2	77
Surinam.....				
Sweden.....				
Switzerland.....				
Tasmania.....	1	53	19	73
Tobago.....				
Trinidad.....	3	108	11	122
Turkey.....				
Turks Islands.....		28		28
Uruguay.....		355	47	402
Venezuela.....		65		65
Victoria.....	21	1,268	214	1,503
Postal Union.....	2	43,048	27,642	70,692
Miscellaneous.....	6	1,599	43	1,648
Total.....	1,950	228,786	64,872	293,608

Statement showing the classification, number, and disposition of dead registered letters received in the Dead Letter Office during the fiscal year ended June 30, 1892.

Received.	Number.	Disposition.	Number.
Domestic:		Delivered unopened:	
Official.....	27	To foreign division.....	20,620
Ordinary.....	2,514	To Executive Departments.....	27
Request.....	3,826	Card and request.....	3,826
Foreign.....	20,620	Opened.....	2,514
Total.....	26,987	Total.....	26,987

Contents of letters opened.	Number.	Delivered.	Disposition of letters opened.			
			Filled.		Outstanding and on hand.	Total.
			At once.	Returned and filed.		
Money.....	518	315		161	42	518
Postal notes.....	7	6		1		7
Drafts, money orders, etc.....	104	106	1	31	26	164
Photographs, receipts, stamps, etc.....	250	128	68	33	21	250
Merchandise.....	435	307	84	22	22	435
Nothing of value.....	1,140	330	646	117	47	1,140
Total.....	2,514	1,192	799	365	158	2,514

Statement showing the receipt, treatment, and disposition of parcels in the Dead Letter Office for fiscal year ended June 30, 1892.

RECEIVED.

Addressed parcels:		
Verified with lists and recorded.....	63,462	
Verified with lists and destroyed.....	6,602	
		70,064
Unaddressed parcels:		
Contents verified with lists and recorded.....	18,529	
Total.....	88,593	

Treatment:

Addressed parcels:		
Forwarded to addresses or returned to sender	13,021	
Delivered to other divisions for disposition.....	3,017	
Destroyed—perishable and matter without value.....	9,121	
Filed—no clue to owner ascertainable.....	16,800	
Notices of detention sent.....	21,276	
Verified with lists and destroyed.....	6,602	
		69,837
Unaddressed parcels:		
Delivered to other divisions.....	950	
Destroyed—perishable matter without value.....	3,054	
Filed—no clue to owner ascertainable.....	14,525	
		18,529
Addressed parcels in process of treatment.....	227	
Total.....	88,593	

DISPOSITION.

Delivered:		
Forwarded or returned in treatment.....	13,021	
Forwarded by mail on return of notice, etc	16,204	
Forwarded by express on return of notice, etc	1,280	
Forwarded from receipts of previous year	1,324	
		31,829
Failed of delivery and returned and filed		1,293
Delivered or awaiting delivery by postmasters		30,536
Filed:		
No clue to owner when examined or notices not returned	35,070	
Sent to postmasters and returned.....	1,293	
Destroyed:		
From lists	9,656	
In treatment.....	9,121	
At owner's request	47	
Delivered to other divisions	3,967	
In process of treatment	227	

DISPOSITION OF PARCELS FILED IN DEAD LETTER OFFICE.

Addressed parcels:		
Unclaimed from receipts 1889-'90, prepared for sale of 1892.....	22,159	
Unclaimed from receipts 1890-'91, filed	21,169	
Unclaimed from receipts 1891-'92, filed	22,838	
		66,166
Unaddressed parcels:		
Unclaimed from receipts 1891-'92	14,749	
Total number of parcels on hand	80,915	
Disposed of by sale, 1891:		
Parcels unclaimed from 1888-'89 (addressed).....	22,551	
Parcels unclaimed from 1888-'89 (unaddressed)	14,749	
Total number old	37,300	
Proceeds of sale, \$3,559.26.		

FREE-DELIVERY SYSTEM.

HISTORICAL.

Looking backward to the origin of the free-delivery postal service—only twenty-nine years—it seems strange that such meager data should have been made and that they should have been so poorly preserved as to render it not only difficult, but impossible now, to fully trace the tortuous line of development of this sensitive branch of the postal service.

"The free-delivery system" was inaugurated July 1, 1863, under the act of Congress passed March 3 of that year (12 Stat., p. 703), and its management has from time to time been under the immediate supervision of but three superintendents, though the traditions of the division are to the effect that Mr. George Eggleston, a third-class clerk in the First Assistant Postmaster-General's Office, had charge of the correspondence in reference to the free-delivery service from its inauguration until about July 1, 1864, when he was superseded in the work by Revere W. Gurley, and that Mr. Gurley was continued in charge of this particular work until he was regularly appointed the first superintendent of the free-delivery system, by order of Acting First Assistant Postmaster-General James H. Marr, on November 8, 1869.

Superintendent Gurley, who had formerly been chief clerk in the Second Assistant Postmaster-General's office, remained in charge of the free delivery division until January 3, 1886, when he was succeeded by Mr. J. F. Bates, of Iowa, who in turn served as superintendent from January 4, 1886, until the present incumbent was placed in charge of the office by order of the Postmaster-General December 12, 1890.

Strange as it may appear, there are no official data to be found in the Department showing when or by whom Mr. Eggleston was assigned to duty in the free delivery division or the exact period of his service therein, nor are there to be found any official data showing the date of Mr. Gurley's entering upon the management of the free-delivery service or what his duties were in relation thereto. However, sufficient data are found to show that the collection of mail matter from street letter boxes and the delivery of mail to addressees by letter-carriers, commonly known as the free delivery service, was inaugurated during the months of July and August, 1863, at forty-nine offices, as follows:

New York, N. Y.
Boston, Mass.
Baltimore, Md.
Brooklyn, N. Y.
Philadelphia, Pa.
Cincinnati, Ohio.
Washington, D. C.
St. Louis, Mo.
Williamsburg, N. Y.
Albany, N. Y.
Providence, R. I.
Newark, N. J.
Newport, R. I.
New Haven, Conn.
Salem, Mass.
Lowell, Mass.
Louisville, Ky.

Cleveland, Ohio.
Hartford, Conn.
Manchester, N. H.
Germantown, Pa.
Charlestown, Mass.
Lawrence, Mass.
New Bedford, Mass.
Roxbury, Mass.
Fall River, Mass.
Pittsburg, Pa.
Troy, N. Y.
Syracuse, N. Y.
Utica, N. Y.
Paterson, N. J.
Jersey City, N. J.
Trenton, N. J.
Wilmington, N. J.

Worcester, Mass.
Nashua, N. H.
Reading, Pa.
Lancaster, Pa.
Norristown, Pa.
York, Pa.
Newburyport, Mass.
Cambridgeport, Mass.
Hoboken, N. J.
Poughkeepsie, N. Y.
Allegheny, Pa.
Bath, Me.
Frederick, Md.
Chelsea, Mass.
Marblehead, Mass.

and afterwards, during the fiscal year ending June 30, 1864, sixteen additional offices were established, as follows:

Chicago, Ill.
Detroit, Mich.
Harrisburg, Pa.
Camden, N. J.
Buffalo, N. Y.
Portland, Me.

Rochester, N. Y.
Springfield, Mass.
Lockport, N. Y.
Titusville, Pa.
Lynn, Mass.

Cambridge, Mass.
Morristown, N. J.
Auburn, N. Y.
Beaver Dam, Wis.
Oswego, N. Y.

So the records show that there were in operation at the end of the fiscal year (June 30, 1864) 65 free-delivery offices in cities whose aggregate population was about 3,670,255 souls.

These 65 offices had in the aggregate at that time 685 letter-carriers, or an average of one to every 5,358 of the population in the cities, to which this modern mail service was given during the first years of its existence. The annual salaries of the letter-carriers were at that time fixed by the Postmaster-General at from \$200, as a minimum, to \$1,000 as a maximum, under authority of section 11, act of March 3, 1863, which provides as follows:

That letter-carriers shall be employed at such post-offices as the Postmaster-General shall direct for the delivery of letters in the places respectively where such post-offices are established; and for their services they shall severally receive a salary, to be prescribed by the Postmaster-General, not exceeding eight hundred dollars per year: *Provided*, That on satisfactory evidence of their diligence, fidelity, and experience as carriers, the Postmaster-General may increase their respective salaries from time to time to any sum not exceeding one thousand dollars, at offices where the income from postages on the local letters shall yield a sum more than sufficient to pay all expense of the carrier system at such offices.

The entire cost of this service for the first year of its existence was \$317,063.20, including letter boxes, satchels, etc., equal to an average cost per carrier of \$462.86.

During the fiscal year ending June 30, 1865, for reasons not of record and not now ascertainable, the free-delivery service was discontinued at 23 offices; and was established at 3, viz: Toledo, Ohio; Milwaukee, Wis., and New Brunswick, N. J. The offices discontinued during this year were, viz:

Newport, R. I.
Germantown, Pa.
Lawrence, Mass.
Fall River, Mass.
Paterson, N. J.
Nashua, N. H.
Norristown, Pa.
York, Pa.

Newburyport, Mass.
Hoboken, N. J.
Poughkeepsie, N. Y.
Bath, Me.
Frederick, Md.
Chelsea, Mass.
Marblehead, Mass.
Springfield, Mass.

Lockport, N. Y.
Titusville, Pa.
Morristown, N. J.
Auburn, N. Y.
Beaver Dam, Wis.
Oswego, N. Y.
Camden, N. J.

So that at the end of the fiscal year 1865 there were but 45 free-delivery offices in existence, with a carrier force of 757 men (an increase of 72). The aggregate cost of the service was \$448,664.51, equal to an annual average cost per carrier of \$592.68.

At the end of the fiscal year 1866 there were 46 free-delivery offices, with a carrier force of 863 men (an increase of 106), and the aggregate cost of the service was \$589,236.41, equal to an average annual cost per carrier of \$682.77.

At the end of the fiscal year 1867 there were 47 free-delivery offices, with a carrier force of 943 men (an increase of 80), and the aggregate cost of the service was \$699,934.34, equal to an average annual cost per carrier of \$742.24.

At the end of the fiscal year 1868 there were 48 free-delivery offices, with a carrier force of 1,198 men (an increase of 255), and the aggregate

gate cost of the service was \$995,934.59, equal to an average annual cost per carrier of \$831.33.

At the end of the fiscal year 1869 there were but 48 free-delivery offices, with a carrier force of 1,246 men (an increase of 48), and the aggregate cost of the service was \$1,183,915.31, equal to an average annual cost per carrier of \$950.17.

At the end of the fiscal year 1870 there were 55 free-delivery offices, with a carrier force of 1,362 men (an increase of 116), and the aggregate cost of the service was \$1,230,079.85, equal to an average annual cost per carrier of \$903.14.

The aggregate population of the 55 cities having the free-delivery service on June 30, 1870, was, according to the census of that year, 5,460,930, or 4,009 times the number of letter-carriers who served them.

During the fiscal year ended June 30, 1871, the number of free delivery offices was reduced by the discontinuance of Cambridge, Cambridgeport, and Charlestown, Mass. (which were made stations of the Boston office), to 52, and the number of letter-carriers increased to 1,419 (an increase of 57); the aggregate cost of the service was \$1,353,923.23, equal to an average annual cost per carrier of \$954.14, though this entire amount, as before stated; was not paid the carriers as salaries, for in each annual aggregate expenditure for the free-delivery service is included the cost of the street letter boxes, satchels, etc., and about this time allowances began also to be made from the free-delivery appropriation for street-car fare and horse hire allowance for letter-carriers serving remote districts.

At the end of the fiscal year 1872 there were 52 free-delivery offices with a carrier force of 1,443 men (an increase of 24), and the aggregate cost of the service was \$1,385,965.76, equal to an average annual cost per carrier of \$970.43.

At the end of the fiscal year 1873 there were 52 free-delivery offices, with a carrier force of 1,498 (an increase of 55), and the aggregate cost of the service for that year was \$1,422,495.48, equal to an average annual cost per carrier of \$949.59.

At the end of the fiscal year 1874 there were 87 free-delivery offices in operation, with a carrier force of 2,049 men (an increase of 551), and the aggregate cost of the service was \$1,802,696.41, equal to an average annual cost per carrier of \$879.79.

At the end of the fiscal year 1875 there were 87 free-delivery offices in operation, with a carrier force of 2,195 men (an increase of 146), and the aggregate cost of the service was \$1,880,041.99, equal to an average annual cost per carrier of \$856.51.

At the end of the fiscal year 1876 there were 87 free-delivery offices, with a carrier force of 2,269 men (an increase of 74), and the annual cost of the service was \$1,981,186.51, equal to an average annual cost per carrier of \$873.15.

At the end of the fiscal year 1877 there were 87 free-delivery offices, with a carrier force of 2,265 men (a decrease of 4), and the aggregate cost of the service that year was \$1,893,619.85, equal to an average annual cost of \$836.03 per carrier.

By the act of March 3, 1877 (19 Stat. L., p. 384) the number of letter-carriers was limited as follows:

Section 632, Postal laws and regulations.—It shall be the duty of the Postmaster-General to carefully inquire into the number of carriers employed in the several cities where the free delivery of mail matter is established, and to reduce the number of carriers and the number of deliveries of the mail by such carriers for each day to the reasonable requirements of the public service.

At the end of the fiscal year 1878 there were 87 free-delivery offices, with a carrier force of 2,275 men (an increase of 10), and the aggregate cost of the service was \$1,824,166.96, equal to an average annual cost of \$801.84 per carrier.

At the end of the fiscal year 1879 there were 88 free-delivery offices, with a carrier force of 2,359 men (an increase of 84), and the aggregate cost of the service was \$1,947,706.61, equal to an average annual cost per carrier of \$825.69.

The statutory prerequisites to the establishment of the free-delivery service were lowered and the salaries of letter-carriers increased and fixed by sections 2 and 5 of the act approved February 21, 1879 (20 Stat. L., p. 317), as follows:

SEC. 2. The salaries of carriers of the first class, who shall have been in the service at least one year, shall be one thousand dollars per annum, and the salaries of the carriers of the second class shall be eight hundred dollars per annum. In all cities containing a population of less than seventy-five thousand there shall be one class of letter-carriers, who shall receive a salary of eight hundred and fifty dollars per annum.

SEC. 5. Letter-carriers shall be employed for the free delivery of mail matter as frequently as the public convenience may require, at every place containing a population of fifty thousand within the delivery of its post-office, and may be so employed at every place containing a population of not less than twenty thousand within its corporate limits, and at post-offices which produced a gross revenue for the preceding fiscal year of not less than twenty thousand dollars: *Provided*, This act shall not affect the free delivery in towns and cities where it is now established.

By reducing the requirements to 20,000 the free-delivery service took on new life so that at the end of the fiscal year 1880 there were 104 free-delivery offices, with a carrier force of 2,688 men (an increase of 329), and the aggregate cost of the service was \$2,363,693.14, equal to an average annual cost of \$879.31 per carrier.

The aggregate population of the 104 cities having the free-delivery service in 1880, according to the census of that year, was 9,035,812, or 3,361 times the number of letter-carriers who served them.

At the end of the fiscal year 1881 there were 109 free delivery offices in operation, with a carrier force of 2,861 men (an increase of 173), and the aggregate cost of the service was \$2,499,911.54, equal to an average annual cost of \$873.78 per carrier.

At the end of the fiscal year 1882 there were 112 free-delivery offices, with a carrier force of 3,115 men (an increase of 254), and the aggregate cost of the service was \$2,623,262.74, which (as above stated), including letter boxes, satchels, street-car fare, and horse-hire allowances, was equal to an average annual cost of \$842.45 per carrier.

Under the provisions of sections 3 and 4 of the act of August 2, 1882 (22 Stat. L., p. 185) a third grade of letter-carriers ("auxiliaries") and also substitute letter-carriers were authorized, as follows:

SEC. 3. Auxiliary carriers: Upon recommendation of the postmaster of any city, the Postmaster-General may establish a third grade of letter-carriers, known as auxiliaries, who shall be paid at the rate of six hundred dollars per annum, and who may be employed at any letter-carrier office.

SEC. 4. Appointments and promotions: Appointments of letter-carriers in cities having two or more classes shall be made to the class having the minimum rate of pay, and promotions from the lower grades in said cities shall be made to the next higher grade at the expiration of one year's service on certificate of the postmaster to the efficiency and faithfulness of the candidate during the preceding year: *Provided, however*, That the Postmaster-General be, and he hereby is, authorized to appoint one or more substitute letter-carriers, whose compensation shall be one dollar per annum and the pro rata compensation of the carriers whose routes they may be required to serve. (Stat. L., chap. 373, p. 185.)

At the end of the fiscal year 1883 there were 154 free-delivery offices in operation, with a carrier force of 3,680 men (an increase of 565), and

the aggregate cost of the service was \$3,173,336.51, equal to an average annual cost of \$862.31 per carrier.

At the end of the fiscal year 1884 there were 159 free-delivery offices, with a carrier force of 3,890 men (an increase of 210), and the annual cost of the service was \$3,504,206.52, equal to an average annual cost of \$891.82 per carrier.

Fifteen days' leave of absence with pay annually was provided for letter-carriers by the act of June 27, 1884 (23 Stat., p. 60), as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all letter-carriers at free-delivery offices shall be entitled to leave of absence not to exceed fifteen days in each year, without loss of pay; and the Postmaster-General is hereby authorized to employ, when necessary, during the time such leave of absence is granted, such number of substitute letter-carriers as may be deemed advisable, who shall be paid for services rendered at the rate of six hundred dollars per annum.

At the end of the fiscal year 1885 there were 178 free-delivery offices, with a carrier force of 4,358 men (an increase of 468), and the annual cost of the service was \$3,985,952.55, equal to an average annual cost of \$914.62 per carrier.

At the end of the fiscal year 1886 there were 181 free-delivery offices, with a carrier force of 4,841 men (an increase of 483), and the annual cost of the service was \$4,312,306.70, equal to an average annual cost of \$890.58 per carrier.

At the end of the fiscal year 1887 there were 189 free-delivery offices, with a carrier force of 5,310 men (an increase of 469), and the annual cost of the service was \$4,618,692.07, equal to an average annual cost of \$869.82.

The statutory prerequisites to the establishment of the free-delivery service were further reduced by the act of January 3, 1887 (24 Stat. L., p. 355), as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That letter-carriers shall be employed for the free delivery of mail matter as frequently as the public business may require at every incorporated city, village, or borough containing a population of fifty thousand within its corporate limits, and may be employed at every place containing a population of not less than ten thousand within its corporate limits, according to the last general census, taken by authority of State or United States law, or at any post-office which produced a gross revenue for the preceding fiscal year of not less than ten thousand dollars: *Provided,* This act shall not affect the existence of the free delivery in places where it is now established: *And provided further,* That in offices where the free delivery shall be established under the provisions of this act such free delivery shall not be abolished by reason of decrease below ten thousand in population or ten thousand dollars in gross postal revenue, except in the discretion of the Postmaster-General.

So that the free-delivery service again took on new life, and at the end of the fiscal year 1888 there were 358 free-delivery offices, with a carrier force of 6,346 men (an increase of 1,036), and the cost of the service was \$5,422,356.36, equal to an average annual cost of \$854.45 per carrier.

By the act of Congress approved May 24, 1888 (25 Stat. L., p. 157), the services of letter-carriers were fixed at eight hours per day, as follows:

Be it enacted by the Senate and House of Representatives of the United States in Congress assembled, That hereafter eight hours shall constitute a day's work for letter-carriers in cities or postal districts connected therewith, for which they shall receive the same pay as is now paid as for a day's work of a greater number of hours. If any letter-carrier is employed a greater number of hours per day than eight he shall be paid extra for the same in proportion to the salary now fixed by law.

At the end of the fiscal year 1889 there were 401 free-delivery offices, with a carrier force of 8,257 men (an increase of 1,191), and the annual cost of the service was \$6,957,941.90, equal to an average annual cost of \$842.67 per carrier.

At the end of the fiscal year 1890 there were 454 free-delivery offices, with a carrier force of 9,066 men (an increase of 809), and the annual cost of the service was \$7,976,202.72, equal to an average annual cost of \$879.79 per carrier.

The aggregate population of the 454 cities having the free-delivery service in 1890, according to the census of that year, was 19,263,017, or 2,124 times the number of letter-carriers who served them.

At the end of the fiscal year 1891 there were 519 free-delivery offices, with a carrier force of 10,130 men (an increase of 1,064), and the annual cost of the service was \$9,072,160.31, equal to an average annual cost of \$895.57 per carrier.

At the end of the fiscal year 1892 there were 568 free-delivery offices, with a carrier force of 10,737 men (an increase of 607), and the annual cost of the service was \$9,966,892.67, equal to an average annual cost of \$928.27 per carrier.

The free-delivery offices established during the fiscal year ended June 30, 1892, are as follows:

East St. Louis, Ill.	La Salle, Ill.	Waukesha, Wis.
Ishpeming, Mich.	Nanticoke, Pa.	Joplin, Mo.
Jackson, Tenn.	Natick, Mass.	Maysville, Ky.
Marinette, Wis.	Riverside, Cal.	Eureka, Cal.
Millville, N. J.	Valparaiso, Ind.	Bloomfield, N. J.
Uniontown, Pa.	Americus, Ga.	Canton, Ill.
Willimantic, Conn.	Hoosick Falls, N. Y.	Painesville, Ohio.
Winston, N. C.	Huntington, Ind.	Greeley, Colo.
Henderson, Ky.	Defiance, Ohio.	Tyler, Tex.
Albuquerque, N. Mex.	Hillsdale, Mich.	Huntsville, Ala.
Atlantic, Iowa.	Mattoon, Ill.	Huntington, W. Va.
Boise City, Idaho.	Olympia, Wash.	Parsons, Kans.
Cedar Falls, Iowa.	Port Townsend, Wash.	Wakefield, Mass.
Faribault, Minn.	Sidney, Ohio.	Mount Pleasant, Iowa.
Fort Dodge, Iowa.	South Framingham, Mass.	Coldwater, Mich.
Frankfort, Ind.	Lancaster, Ohio.	
Iron Mountain, Mich.	Waukegan, Ill.	

The following summary shows (1) the year, (2) the number of free-delivery offices at the end of each fiscal year, (3) the aggregate population of the cities in which this service was in operation, (4) the ratio of carriers to said population, (5) the ratio of cost per capita of the free-delivery service, (6) the annual cost of the service, and (7) the ratios of cost per carrier:

Year.	No. of offices.	Aggregate population.	Ratio of carriers to population.	Ratio of cost per capita.	Cost of service.	Ratio of cost to carriers.
				Cents.		
1864	65	3,670,255	5.358	8.6	\$317,063.20	\$462.86
1865	45				448,664.51	592.68
1866	46				589,236.41	682.77
1867	47				699,931.34	742.24
1868	48				995,934.59	831.33
1869	48				1,183,915.31	950.17
1870	55	5,460,930	4.009	22.5	1,230,079.85	903.14
1871	52				1,353,923.23	954.14
1872	52				1,385,965.76	970.43
1873	52				1,422,495.48	949.59
1874	87				1,802,696.41	879.79
1875	87				1,880,041.99	856.51
1876	87				1,981,186.51	873.15
1877	87				1,893,619.85	836.03
1878	87				1,824,166.96	801.84
1879	88				1,947,706.61	825.69
1880	104	9,035,812	3.361	26.1	2,363,693.14	879.31
1881	109				2,490,911.54	873.78
1882	112				2,623,262.74	842.45
1883	154				3,173,336.51	862.31
1884	159				3,504,206.52	891.82
1885	178				3,985,852.55	914.62
1886	181				4,312,306.70	890.58
1887	189				4,618,692.07	869.82
1888	358				5,422,556.86	854.45
1889	401				6,957,841.90	842.67
1890	454	19,263,017	2.124	41.5	7,976,202.72	879.79
1891	519				9,072,160.31	895.57
1892	568				9,966,592.67	928.27

This great disparity between the ratios of carriers to the population, and also in the cost of the service per capita at the periods cited, may be accounted for in part by the facts (1) that originally the entire population within the corporate limits of many of the cities was not included within the free-delivery districts, (2) at every free-delivery office the frequency of the collections and deliveries has been increased and the efficiency of the service greatly improved in latter years, and (3) letter-carriers are not now required to work in excess of eight hours per day except in occasional emergencies, and under the technical exactions of the eight-hour law considerable of that time is occupied in entering and keeping an account of the intervals of time consumed in the performance of their necessarily fragmentary duties.

Unfortunately the free-delivery service undertook in the early days of its existence to count separately and to keep a record of all letters, postal cards, newspapers, and other mail matter delivered and collected by letter-carriers, and thereafter upon the basis of this count, which in many instances proved to be unreliable—if upon any basis or fixed policy whatever additional letter-carriers were from time to time allowed free-delivery offices—the office with the greatest capacity for enlarging its unverified reports of mail matter delivered and collected secured the greatest allowance of carriers. The pernicious effects of this method have not up to this time, I regret to say, been fully eradicated.

Moreover, the expense in time consumed in all this worse than useless counting, keeping an account of and reporting daily and monthly in separate classes all the mail matter collected and delivered by carriers, which, at first perhaps small and inconsequential, finally became enormous, amounting in 1890 to over \$250,000.

The discontinuance, by order of the Postmaster-General, June 30, 1891, of all this useless work, which had unconsciously, as it were, grown upon the service, was an important step in the direction of improved postal methods.

There are between sixty and seventy offices now in the United States which under the present law are entitled to the free-delivery service. Moreover, very many of the offices where the free-delivery service has heretofore been established continue to press and importune the Department, by petition and otherwise, for additional allowances to (1) relieve the overworked carriers, (2) increase the frequency of the collections and deliveries, (3) extend the service in all directions. The worst feature of it is that this pressure for increased allowances in its most frantic form not infrequently comes from offices which have already been most generously supplied, and consequently really need the least.

The tendency of the hour is to increase the frequency of deliveries and collections and to extend the carrier districts to sparsely inhabited suburban localities beyond the limits contemplated by Congress, as evidenced by the laws under which this service is established and by the appropriations made for its support.

However, allowances of additional carriers are now made solely and only with a view to improving the service as a whole under rules with but little flexibility, on the basis of (1) the population, (2) the gross receipts of the office, and (3) the topography of the city and the density and business customs of its inhabitants, which, if rigidly enforced, will soon correct the anomalies that have been ingrafted upon the free-delivery service.

This service, the most exacting in its nature and requirements, and its efficiency depending upon the technical knowledge, integrity, and honor of its employes, should be raised above the plane of politics throughout the entire country, regardless of the number of employes in an office, and the removal of letter-carriers should not be allowed, except for some specified cause affecting the efficiency of the service or the integrity of the carrier.

Great difficulty is experienced at many of the smaller offices, especially in the West, where labor is scarce and wages high, to secure substitute letter-carriers at the nominal salary of \$1 per year "and the pro rata compensation of the carrier whose route they may be required to serve." (22 Stat., p. 185.)

In the larger cities, where the substitutes generally receive an average "pro rata compensation" of \$25 to \$30 per month, and where, on account of the civil-service rules, promotion to the regular force is certain at no very remote period, substitutes may be obtained under the present law; but equity seems to suggest that a more liberal provision should be made for substitute carriers; and if the foregoing recommendation, that the employes of all free-delivery offices be embraced within the civil-service rules, be not approved and made operative, it is respectfully suggested that a regulation at least be promulgated to the effect that substitute letter-carriers everywhere, in the order of their seniority, shall be promoted to regular carriers whenever vacancies occur, or additional carriers are allowed at an office, instead of nominating some personal or political favorite, as sometimes happens under the present system, and who has had no experience and who may have no special fitness for the service.

The additional \$1,200 class for the especially efficient and faithful letter-carriers, recommended and urged by the Department during the last session of Congress, would be an equitable recognition of meritorious service, and should be provided for at the next session of Congress,

A pressing need of the free-delivery service in the larger cities is some more expeditious means of transportation to carry the immense volume of mail matter from the depots to the post-office, and also from the depots direct to the substations of post-offices; likewise to more rapidly transport the bulky accumulations of mail matter between post-offices and their substations, and also between the substations themselves; for the time is at hand when the people in the large cities demand that, and will not be satisfied unless, letters dropped in a box for addresses only a few blocks away shall be collected from the said letter boxes at least hourly, carried expeditiously to the post-office or station, as the case may be (where the postage must be canceled), and that such mail matter be then sent with lightning speed to the proper substation for delivery by carrier to the addressees at the earliest possible moment.

The recommendation made in the annual report for the fiscal year ending June 30, 1891, is herein renewed:

That no letter-carrier should be required to work in excess of fifty-one hours in any week of seven days at offices having necessary and unavoidable Sunday service, and not in excess of forty-eight hours in any week of six days where Sunday service is not required.

The antiquated theory, erroneous in its conception, that the postal service, especially the free-delivery branch thereof, should be self-supporting, should have no consideration in these bustling, busy days of steam and electricity.

The specific sources of revenue arising from the establishment of the free-delivery service, in addition to the postage at nonfree-delivery offices, are as follows:

(1) It doubles the rate on local letters, making the postage on such letters the same as on outgoing "mail letters," viz, 2 cents per ounce or fraction thereof;

(2) It requires 1 cent each on all newspapers, without regard to weight (except weeklies), deposited in the post-office by publishers or news agents for delivery by its carriers;

(3) One cent each on local periodicals not exceeding 2 ounces in weight, deposited in the post-office by publishers or news agents for delivery by its carriers;

(4) Two cents each on local periodicals exceeding 2 ounces in weight, when deposited in the post-office by publishers or news agents for delivery by its carriers;

(5) One cent per pound on local weekly papers, which are free at all other offices in the county where published;

And, to any one familiar with the habits and customs of the residents of villages and small cities, ranging from three to ten thousand, it is not surprising that there should be little or no "local postage" derived from the foregoing sources at a majority of the free-delivery offices.

The Postmaster-General's order of September 9, 1892, providing for collection as well as delivery service by carriers from house to house upon the erection of letter boxes by householders, marks a new temporary boundary in the onward march of improved postal service.

In addition to the foregoing regular free-delivery offices, forty-six experimental free-delivery offices, established by virtue of the original resolution of Congress, approved October 1, 1890, have been continued in operation under the authority of Congress as expressed in the pos-

tal appropriation bill approved March 3, 1891, (26 Stat., p. 1079), and the appropriation bill approved July 13, 1892; and the postmasters and patrons of these experimental offices are loud in their laudation of this service.

The appropriation for the free-delivery service for the fiscal year ending June 30, 1893, is \$10,754,943, which has proven to be insufficient to meet the increasing demands of the service.

The estimate of the free-delivery division, submitted on October 5, 1892, for the entire free-delivery service in existence, and that which may be established during the fiscal year to begin July 1, 1893, under existing laws is \$11,811,613, an increase of \$1,056,670, or less than 10 per cent.

POSTAL MONEY-ORDER SYSTEM.

NUMBER OF MONEY-ORDER OFFICES.

The total number of money-order offices in operation June 30, 1891, was 10,070. Two thousand and twenty-three additional offices of this kind, authorized to issue and to pay domestic money orders and postal notes, were established during the year following, while at 24 places the money-order business was discontinued. On the 30th of June last there were, therefore, in operation 12,069 money-order offices. Since the latter date 4,630 names have been added to the list of offices transacting domestic money-order business, while at 10 post-offices that business has been discontinued, leaving at the present time 16,689 authorized to issue and to pay domestic money orders and postal notes.

The increase of 1,999, made during the last fiscal year, in the number of money-order offices, was by far the largest effected in any one year in the history of the postal money-order system of the United States.

The issue and payment of postal money orders in the United States commenced on the 1st of November, 1864, and the number of money-order offices in operation at the close of the fiscal year ended June 30, 1865, was 419. The number in operation on the 30th of June last was, as before stated, 12,069, the average yearly increase during the four years ended that date having been about 957. The number at present in operation, as already remarked, is 16,689, showing an increase of 4,620 since the close of the last fiscal year.

The law requires that before a postmaster is authorized to commence the issue and payment of money orders he give to the Government a new bond, with at least two sureties, conditioned for the faithful performance of the duties and obligations connected with the transaction of such business. Formerly the amount of the bond exacted as a prerequisite to the establishment of the money-order business at a small post-office was usually \$4,000, the money-order portion of the penalty being \$3,000 and the postal portion \$1,000. Postmasters at small offices in some sections of the country frequently encountered great difficulty in furnishing a bond for this amount. For removal of this obstacle to the extension of the money-order system it was decided, about a year ago, to reduce the supply of blank money orders sent at one time to the postmaster at a small office from 100 to 25, which could not be issued for a greater amount in the aggregate than \$2,500, and thus, at some little expense

for additional labor at the Department in sending supplies more frequently, to lessen the responsibility of the postmaster. Now, as the custody of smaller supplies of blank orders involves less responsibility on the part of the postmaster, a bond for \$2,500 in all, in which the money-order portion of the penalty is but \$1,500, in place of a bond for \$4,000, is deemed sufficient where one of these small post-offices is designated as a money-order office.

It was not formerly the practice of the Department to designate as a money-order office any post-office where the annual compensation of the postmaster was less than \$250, nor even where it amounted to that sum, unless application was made for such action, except in special cases. But during the last fiscal year, in the belief that the public interests would be greatly promoted thereby, the policy of extending money-order facilities to all post-offices where the compensation of the postmaster amounts to \$200 or more per annum was adopted. At the close of the year ended June 30, 1891, there were not less than 10,000 post-offices yielding this amount of compensation which were not money-order offices. At present the number of post-offices of this size without money-order facilities does not much exceed 3,500; and, in view of the above-named reduction in the amount of bond required as a preliminary, it is expected that at these the system, in pursuance of the policy mentioned, will be put into operation within the next few months. There is abundant evidence that this policy of extending the money-order system to small places is in line with public sentiment and opinion; and, as they are not required to give bond in amounts unnecessarily large, it has so far, generally speaking, met with ready coöperation on the part of the postmasters.

NUMBER OF POSTAL-NOTE OFFICES.

At the close of the year ended June 30, 1891, there were in operation 703 small offices authorized under the act of January 3, 1887, to issue postal notes, but not to pay them. Additional offices of this kind (known as "postal-note offices") to the number of 149 were established during the past year, while 135 were discontinued as such, leaving 717 in operation on June 30, 1892. Of the number mentioned as discontinued, however, 114 became money-order offices, and, as such, are authorized both to issue and to pay postal notes as well as money orders. Since the date last mentioned 63 names have been added to the list of "postal-note offices," while the names of 56 such offices have been transferred to the list of money-order offices, and at 3 places the issue of postal notes has been discontinued, leaving the whole number of "postal-note offices" at present in operation 721.

NUMBER OF INTERNATIONAL MONEY-ORDER OFFICES.

The number of money-order offices authorized to transact international money order business in the United States on June 30, 1891, was 2,042. During the following year additional offices, to the number of 183, were designated for the issue and payment of international orders, while at one office the business was discontinued, leaving 2,224 in operation June 30, 1892. Since the latter date the international money-order business has been withdrawn from 1 and established at 126 other post-offices; so that the total number of offices authorized to transact such business in this country at the present time is 2,349.

ISSUES AND PAYMENTS OF DOMESTIC MONEY ORDERS.

The number of domestic money orders issued during the year was 12,069,442, aggregating in amount \$120,066,801.07
 The number of such orders paid during the same period was 11,951,648, of the value of \$119,318,100.61
 And the number repaid 85,612, amounting to 803,653.58

Making the total amount of payments and repayments 120,121,754.19

And the excess of payments and repayments over issues 54,953.12

The gross amount of fees received by postmasters from the public for the issue of domestic money orders was 1,036,074.98

The above, compared with a summary of the like transactions for the preceding year, exhibits:

(1) An increase of 618,168, or 5.39 per cent, in the number of orders issued, and of 638,659, or 5.60 per cent, in the number of orders paid and repaid.

(2) An increase of \$944,564.57, or .79 per cent, in the amount of orders issued, and of \$1,277,878.48, or 1.07 per cent, in the amount of orders paid and repaid.

(3) An increase of \$31,617.27, or 3.14 per cent, in the gross amount of fees received.

The average amount of the orders issued was \$9.94, or 46 cents less than the average amount of the orders issued in the previous year.

The average fee received was 8.58 cents, being .19 of a cent less than the average fee received in 1890-'91.

Table A, annexed hereto, exhibits the growth of the domestic money-order business, showing the number of post-offices authorized to transact such business, the number and amount of orders issued, paid, and repaid, with the amount of fees received, year by year, from the inauguration of the system to the 30th of June last.

ISSUES AND PAYMENTS OF POSTAL NOTES.

The number of postal notes issued during the year was 7,050,040, of the total value of \$11,895,765.51

And the number of notes paid and repaid during the same period was 7,011,490, amounting in value to 11,871,393.26

The excess in the amount of issues over payments and repayments being 24,372.25

The gross amount of fees received from the public (including fees received for duplicates of invalid notes) was 211,856.25

A comparison of the above with the postal-note transactions of the previous year shows:

(1) An increase of 247,482, or 3.63 per cent, in the number of postal notes issued, and of 231,373, or 3.41 per cent, in the number paid and repaid.

(2) An increase of \$141,916.23, or 1.20 per cent, in the amount of postal notes issued, and of \$156,962.37, or 1.33 per cent, in the amount of notes paid and repaid.

(3) An increase of \$7,472.82, or 3.65 per cent, in the gross amount of fees received.

The average amount of the postal notes issued was \$1.68, or 4 cents less than the average amount of the notes issued the preceding year.

ISSUES AND PAYMENTS OF INTERNATIONAL MONEY ORDERS.

During the last fiscal year there was carried on a direct exchange of money orders between the United States on the one hand and each of twenty-seven foreign countries on the other. The first of the two following tabular statements shows the number and amount of interna-

tional money orders of each of the twenty-seven varieties thereof, issued, paid, and repaid in the United States, together with the amount of fees received for the orders here issued, during the past year; and the second contains—except in the cases of Trinidad and Tobago, the Bahamas, and Austria-Hungary, with which direct exchange did not begin until after June 30, 1891—a comparison of last year's business of this kind between the United States and each of the foreign countries in question, with the like transactions of the year which ended on that date:

Nationality.	Number of orders issued.	Amount of orders issued.	Number of orders paid.	Amount of orders paid.	Number of orders repaid.	Amount of orders repaid.	Amount of fees received.
Canadian.....	96,003	\$1,584,255.46	137,708	\$1,481,592.74	693	\$8,134.17	\$19,165.80
British.....	424,803	5,459,315.42	64,289	967,005.86	1,097	12,489.51	70,275.15
German.....	233,060	3,243,352.45	42,954	1,509,130.22	729	8,689.70	41,476.15
Swiss.....	42,990	782,295.16	6,782	246,001.85	152	2,304.53	8,896.25
Italian.....	40,245	1,291,044.27	2,054	70,608.50	108	3,403.23	13,773.30
French.....	24,598	372,685.83	5,687	116,305.55	245	3,719.49	4,697.40
Jamaican.....	321	4,655.84	2,070	42,970.03	8	100.86	60.10
New Zealand.....	666	13,825.19	1,756	20,149.14	7	75.11	160.90
New South Wales.....	1,063	20,683.15	1,626	29,784.93	13	126.64	244.20
Victorian.....	673	16,349.52	1,324	23,688.71	13	329.97	187.60
Belgian.....	5,875	121,133.15	1,340	41,006.52	18	494.29	1,391.55
Portuguese.....	1,400	35,636.33	210	9,244.11	12	215.00	394.80
Swedish.....	61,807	1,249,057.30	3,420	153,829.05	79	1,781.79	14,593.75
Tasmanian.....	60	1,589.20	233	2,949.69	.....	.....	18.30
Windward Islands.....	481	8,128.80	1,607	97,232.00	7	148.34	98.90
Japanese.....	2,003	67,319.80	950	19,575.05	10	118.28	723.20
Cape Colony.....	83	1,235.14	580	7,761.12	1	.49	16.30
Hawaiian.....	387	6,742.74	2,915	36,822.94	4	80.50	84.20
Queensland.....	175	4,581.75	550	8,077.74	1	12.99	51.80
Leeward Islands.....	173	2,544.31	1,101	65,670.05	2	42.01	31.90
Norwegian.....	24,411	572,208.79	1,586	52,372.85	26	401.75	6,492.70
Netherlands.....	4,739	53,362.80	1,690	34,353.75	15	329.90	763.15
Danish.....	11,069	188,272.42	1,935	64,456.53	21	360.86	2,294.00
Newfoundland.....	1,965	36,711.64	2,263	63,618.17	3	42.00	419.80
Trinidad and Tobago.....	6	121.00	14	232.37	.....	.....	1.30
The Bahamas.....	77	1,325.77	238	4,954.16	.....	.....	16.10
Austria-Hungary.....	4,363	81,958.82	441	20,574.02	2	7.00	994.70
Total.....	963,476	15,120,271.55	287,412	5,189,978.74	3,266	43,408.41	187,323.39

Country.	Amount of increase or decrease in orders issued as compared with 1890-'91.	Percent- age of in- crease or decrease in issues.	Amount of increase or decrease in orders paid as com- pared with 1890-'91.	Percent- age of in- crease or decrease in pay- ments.	Amount of increase or decrease in fees re- ceived as compared with 1890-'91.	Percent- age of in- crease or decrease in fees.
Canada.....	\$47,827.43	3.21	\$9,855.32	.66	\$846.90	4.62
Great Britain.....	20,389.35	.87	59,148.29	6.51	408.25	.67
Germany.....	304,723.69	10.36	37,858.26	2.57	3,957.95	10.54
Switzerland.....	71,294.56	9.73	18,765.99	8.25	*774.25	*8.00
Italy.....	84,072.26	6.06	7,033.44	11.06	\$41.40	7.33
France.....	11,272.67	3.12	10,398.33	9.81	214.70	4.78
Jamaica.....	*768.18	20.31	*350.51	*.80	*.90	19.00
New Zealand.....	*761.35	*5.21	1,832.17	7.07	*.65	*4.14
New South Wales.....	8,939.42	76.12	4,795.77	19.19	110.00	81.96
Victoria.....	7,532.51	85.43	2,318.37	10.84	88.20	88.73
Belgium.....	23,425.39	23.97	*632.78	*1.51	272.25	20.74
Portugal.....	9,201.41	34.80	*1,878.09	*16.88	107.25	37.29
Sweden.....	61,048.07	5.13	15,951.51	11.56	887.65	6.47
Tasmania.....	1,063.69	214.87	*325.56	*9.94	12.20	200.00
Windward Islands.....	3,079.10	60.97	*1,161.26	*1.18	36.40	58.24
Japan.....	21,446.62	46.75	*6,474.27	*24.85	230.50	46.78
Cape Colony.....	*31.83	*2.51	2,107.31	87.27	.70	4.48
Hawaii.....	661.70	11.43	*9,583.71	*20.65	12.35	17.18
Queensland.....	1,861.56	70.81	96.12	1.20	21.50	70.95
Leeward Islands.....	487.32	23.69	23,173.56	54.53	*6.80	27.09
Norway.....	17,166.68	3.09	7,041.56	15.53	238.30	3.81
Netherlands.....	7,674.28	16.79	2,993.85	9.54	113.45	17.46
Denmark.....	24,217.48	14.76	*96.10	*.14	314.20	15.87
Newfoundland.....	8,328.48	29.34	27,571.91	76.49	94.40	29.01

* Decrease. Each amount not marked with an asterisk (*) represents an increase.
Bahamas exchange did not go into operation until July 1, 1891.
Trinidad and Tobago exchange did not go into operation until January 1, 1892.
Austria-Hungary exchange did not go into operation until April 1, 1892.

The first of these two tables, compared with the summary of the international money-order transactions of the year 1890-'91, shows—

(1) An increase of 59,580, or 6.44 per cent, in the total number of orders issued; of 11,024, or 3.99 per cent, in the total number of orders paid, and of 340, or 11.62 per cent, in the total number repaid.

(2) An increase of \$676,604.08, or 4.68 per cent, in the total amount of orders issued; of \$235,698, or 4.76 per cent, in the total amount of orders paid, and of \$3,491.66, or 8.75 per cent, in the total amount of orders repaid.

(3) An increase of \$9,215.85, or 5.17 per cent, in the total amount of fees received.

The average amount of the international money orders issued in the United States the past year was \$15.37, or 26 cents less than the average amount of such orders issued in the previous year, and the average fee received therefor was 19.04 cents, being .23 of a cent less than the average fee received in 1890-'91. The average amount of such orders paid in the United States last year was \$18.05, or 13 cents more than the average amount of those here paid in the previous year.

The issues, payments, and repayments of international money orders, *in toto*, compared with the volume of similar transactions of the year 1890-'91, show an increase of 70,944, or 5.89 per cent, in number, and of \$915,793.74, or 4.71 per cent, in amount.

It will be observed upon examination of the foregoing tables that the aggregate amount of money orders issued in the United States for payment in European countries continues to exceed very largely the amount of money orders issued in those countries for payment here. This preponderance is due, in large part, to the well-known fact that emigrants from Europe residing here frequently send a portion of their savings to their relatives in that part of the world. The number of orders of European origin paid here during the last fiscal year was 132,388, of the total value of \$3,284,899.81, while the number of orders here issued for payment in Europe was 879,320, aggregating in amount \$13,400,202.74.

The balances arising against the United States from this international exchange of money orders are liquidated mainly by means of bankers' bills of exchange, purchased by direction of this Department from the lowest bidders among reliable banking houses of the city of New York by the postmaster of that city, and drawn to the order of the Postmaster-General of the United States, who indorses each one of them to the chief of the postal administration of the creditor country to which the amount is to be paid. The total amount paid by this Department for bills of exchange bought for this purpose during the last fiscal year was \$10,063,394.28. The amount of remittances received by this Department within the same period from the postal administrations of foreign countries in settlement of balances due by them on international money-order account was \$153,415.51.

A convention, which took effect April 1, 1892, has been concluded with the Austro-Hungarian monarchy for a direct exchange of money orders with the United States, reducing the cost of making remittances between the two countries by abrogating the extra fee of 1 per cent charged by the Swiss post department, through which money orders passing between the United States and Austria-Hungary were forwarded prior to the date on which this convention went into operation.

In like manner an agreement has been made for a direct exchange of money orders between the United States and the Grand Duchy of Luxembourg, which is to commence January 1, 1893, and will supersede the

present indirect exchange through Germany, for which the latter country receives a fee.

Conventions for the exchange of money orders with the United States have also been concluded with the British colonies of British Guiana and South Australia. That with the former went into operation October 1, 1892, and that with the latter will take effect January 1, 1893.

The terms of a convention for the direct exchange of money orders between the United States and the British colony of Bermuda have been agreed upon, and such convention is now awaiting execution. It is proposed that it shall go into operation January 1, 1893.

Negotiations are pending for the establishment of an exchange of money orders between the United States and the British colony of Hongkong (China), the Republic of Salvador (Central America), and the Republic of Ecuador (South America).

A copy of the convention with Austria-Hungary and of the convention with British Guiana are hereto attached.

DUPLICATE MONEY ORDERS AND POSTAL NOTES.

Provision is made by law for the issue, by the Department, upon proper application, of duplicates of domestic money orders to the owners of the amounts, in the event of loss or destruction of the originals, also where the originals are not paid within one year from the date of their issue, or have been transferred more than once by indorsement; likewise for the issue of duplicate money orders to the remitters in cases where payment to payees engaged in conducting lotteries or other fraudulent schemes has been forbidden by the Postmaster-General under the authority conferred by section 4041 of the Revised Statutes. Table B, hereto annexed, contains a classified statement showing the number of duplicates of domestic orders issued during the last fiscal year for each of the various reasons assigned in the applications therefor, the total number being 26,848, or 1,893 less than the total number issued in the previous year.

Duplicate postal notes in pursuance of law are furnished by this office, upon surrender of the originals and on proper application, in lieu of notes which have not been paid within three months from the last day of the month of issue and which are therefore invalid by reason of age. The number of duplicate postal notes issued during the year ended June 30, 1892, was 8,438, or 28 less than the number issued in 1890-'91.

Duplicates in lieu of lost international money orders were issued by this office during the year to the number of 1,275, of which 1,170 were payable in the United States, 70 in France, and 35 in Germany. (See Table C in the appendix.)

Three thousand three hundred and forty authorizations for repayment of international money orders, by duplicate or otherwise, to remitters in foreign countries, were also issued by this office in the same period, the respective payees in the United States not having received payment.

DRAFTS AND TRANSFERS.

The regulations governing the transaction of money-order business require a postmaster to use the postal funds in his possession, when called upon to pay money orders to an amount exceeding that of the money-order funds in his hands, and if the postal and money order funds together will not suffice for the payment of such orders to apply

to the Superintendent of the Money Order System for a draft for the necessary amount on the postmaster at New York. If applications from a postmaster for drafts of this kind are very frequent, or his use of the postal funds for the payment of money orders is continuous, he is furnished by the Superintendent with a book of fifteen blank drafts, and is at the same time granted a credit, against which he may draw on the postmaster at New York when necessary; and such credit is renewed from time to time, also the supply of blank drafts, as required. Postmasters at a number of the smaller offices on the Pacific slope, however, where delay and difficulty would have been encountered in the negotiation of drafts on New York, have been supplied with such amounts as they required in addition to their receipts from ordinary sources for the payment of money orders from time to time by the postmasters at San Francisco, Cal., and Portland, Oregon.

The total amount of the drafts paid by the postmaster at New York during the last fiscal year was \$13,027,099. During the same time the postmaster at San Francisco furnished funds to the amount of \$16,509, and the postmaster at Portland, Oregon, funds to the amount of \$9,028, to money-order offices in the extreme Western States and Territories, upon applications made therefor.

The total amount of the transfers made from the postal to the money-order account in the course of the last fiscal year was \$1,032,422.80. During the same time transfers amounting in the aggregate to \$31,283.54 were made from the money-order to the postal account by postmasters.

Transfers of the latter kind at post-offices are made only under special instructions from the Department, to meet some particular exigency, and the aggregate thereof is always much less than the aggregate of transfers from the postal account.

As soon as practicable after the close of each quarter, upon receipt of a statement of the account from the Auditor, the balance arising from the excess of transfers from the postal to the money-order account is repaid to the former by the deposit of an equivalent sum from the money-order funds with the United States Assistant Treasurer at New York to the credit of the Treasurer of the United States for the service of the Post-Office Department. The amounts of the transfers of both kinds for each of the four quarters of the last fiscal year, the balance due the postal account at the close of each quarter, and the dates of payment thereof were as follows:

Quarter ended—	Transfers from postal to money-order account.	Transfers from money-order to postal account.	Balance due postal account.	Paid by deposit in sub-treasury at New York, N. Y.
September 30, 1891	\$232,900.58	\$13,282.81	\$219,618.27	Jan. 20, 1892.
December 31, 1891	268,657.89	6,507.15	262,150.74	Apr. 9, 1892.
March 31, 1892	280,273.13	7,749.47	272,523.66	June 30, 1892.
June 30, 1892	250,591.20	3,744.61	246,846.59	Oct. 8, 1892.
	1,032,422.80	31,283.54	1,001,139.26	

REMITTANCES OF SURPLUS MONEY-ORDER FUNDS.

The money-order system being without working capital other than the amount of the unpaid orders and notes, the excess of funds accruing from the transaction of money-order and postal-note business at offices where the issues exceed the payments must be promptly transmitted

to those offices where the payments are more numerous and larger in amount than the issues.

Accordingly, the postmaster at every money-order office, other than that at New York, is required to remit daily, except when the amount is less than \$20, to some post-office designated as the depository therefor, all his "surplus money-order funds," that is, all money-order and postal-note funds in his possession in excess of the sum of the unpaid money-order advices on hand not exceeding two weeks or in excess of the fixed sum which he is authorized to retain for the payment of money orders and postal notes and which is termed his "reserve." The postmaster at every "postal-note office" is likewise required to deposit as promptly as possible at a designated money-order office of the first class, whenever they amount to as much as \$20, all funds in his possession derived from the sale of postal notes. The funds not needed at other depositories eventually reach the post-office at New York, the latter being the main depository and monetary center of the system, upon which drafts are drawn by postmasters at offices where the receipts from sales or from deposits and sales are less than the amount of orders and notes presented for payment at the same offices.

The total amount of remittances of surplus money-order funds made during the year ended June 30, 1892, was \$108,349,972.48.

LOST REMITTANCES, BURGLARIES, ETC.

One hundred and ninety-six cases of alleged loss of money-order funds in transit or otherwise, amounting in the aggregate to \$15,064.57, were considered and disposed of during the year under the provisions of the acts approved March 17, 1882, and May 9, 1888, by which the Postmaster-General is empowered to allow postmasters credit for losses of this nature when incurred through no fault or negligence on their part. All of these 196 cases were referred to the Assistant Attorney-General for the Post-Office Department for consideration. In 114 of them the claims of the postmasters, amounting to \$9,724.26, were allowed; in 59, involving the sum of \$4,091.80, the claims were disallowed, the postmasters being adjudged responsible; and the remaining 23 cases, wherein the alleged losses amounted to \$1,248.51, were withdrawn or dismissed, it having been ascertained, after the filing of the claims, that no loss had actually occurred.

ERRONEOUS PAYMENTS OF MONEY ORDERS.

As shown in the annexed Table D, 194 claims for reimbursement on account of the alleged improper payment of money orders were investigated and disposed of during the year ended June 30, 1892. The aggregate amount of these orders was \$3,948.32. Seventy-seven other cases of alleged improper payment of money orders, amounting in all to \$1,746.48, as shown in the said table, were undergoing investigation at the hands of post-office inspectors at the close of the year. The 194 cases mentioned as disposed of were settled as follows:

The amounts of 25 orders, aggregating, \$468.99, were recovered by post-office inspectors from the persons to whom payment had been improperly made in the first instance, and were paid over to the true payees or owners; in 50 cases, where the orders amounted to \$1,010.95, the paying officials, for failure to exercise due precaution in the payment of the orders, were required to make the amounts good to the rightful owners; in 2 cases, in which the orders together amounted to \$35, the issuing

postmasters, being at fault, were required to reimburse the owners; in 1 case, where the amount was \$2.68, the payee, on account of contributory negligence, was made to bear the loss, and in 6 cases, where the orders amounted to \$83.53, the remitters, for like reason, were required to sustain it; in 12 cases, where the aggregate amount involved was \$295.30, the evidence not being sufficient to fix the responsibility upon either the postmaster, the payee, or the remitter, the Department assumed the loss; in 98 cases, involving \$2,051.87, it was ascertained, upon investigation, that the claims were not well founded, the orders having been properly paid.

The cases in which during the last fiscal year it was ascertained that the orders had actually been paid or repaid to the wrong persons numbered 96, which is in the ratio of 1 to every 128,416 of the payments and repayments of domestic and international money orders made within that year.

REVENUES AND EXPENSES.

In a statement furnished this office by the Auditor of the Treasury for the Post-Office Department the revenues and expenses of the domestic money-order business for the year ended June 30, 1892, are given, as follows:

RECEIPTS.

Amount received for fees on orders issued	\$1, 036, 074. 98
Amount received from miscellaneous sources	952. 47
	<hr/>
	1, 037, 027. 45

EXPENDITURES.

Amount allowed postmasters for commissions	\$362, 593. 51
Incidental expenses	104, 300. 64
Lost remittances, burglaries, etc	11, 125. 40
Bad debts	11, 507. 18
	<hr/>
	489, 526. 73
 Excess of receipts over expenditures	 547, 500. 72

The above item of "incidental expenses" embraces the cost of all blanks, blank books, and printed and engraved matter procured in the course of the year for use in the domestic money-order business (not including postal-note business) by postmasters and by this office, the cost of stationery purchased for use exclusively in the money-order and postal-note business at post-offices, and of money-order dating stamps, numbering stamps, stamp ribbons, etc.

During the past year the total expenditure for blanks, blank books, and other printed and engraved matter purchased under contract, by authority of law, for domestic and international money-order business and for postal-note business (exclusive of the cost of blank engraved postal notes), was \$43,640.81, including \$5,781.88 paid for articles or work ordered on requisitions of the previous year. The cost of such blanks and books and printed and engraved matter for domestic money-order business alone was \$37,004.82, and of this sum \$4,776.72 was paid on account of requisitions of the preceding year.

The Auditor has also reported the revenues and expenses of the postal-note business of the last fiscal year, as follows:

RECEIPTS.

Amount received for fees on notes issued	\$211, 856. 26
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EXPENDITURES.

Amount allowed postmasters:		
For commissions	\$54,767.65	
Incidental expenses	23,966.10	
		78,733.75
Excess of receipts over expenditures		133,122.50

Under the head of "incidental expenses" in this statement of expenditures are included the sums of \$15,980.15 and \$2,256.66, paid, respectively, for supplies of blank engraved postal notes and of postal-note punches during the year.

The receipts and expenditures in the international money-order business last year, according to data furnished this office by the Auditor, were as follows:

RECEIPTS.

Amount of fees received for orders issued	\$187,323.30
Amount of commissions from certain foreign countries in excess of commissions due those countries by the United States on orders issued...	1,728.28
Amount of gain on bills of exchange	102,412.79
Total	291,464.37

EXPENDITURES.

Amount allowed postmasters—		
For commissions	\$4,667.66	
Incidental expenses	7,006.13	
Amount of commissions paid certain foreign countries in excess of commissions due by those countries to the United States on orders issued	50,287.08	
Amount paid foreign countries for incidental expenses	158.60	
		62,119.47
Excess of receipts over expenditures		229,344.90

being the total revenue derived from the international business with the twenty-seven foreign countries exchanging money orders with the United States. The following is a detailed statement thereof:

Revenue from the—		Revenue from the—	
Canadian business	\$17,874.21	Japanese business	\$469.66
British business	55,955.85	Cape Colony business	47.79
German business	57,494.27	Hawaiian business	351.10
Swiss business	18,305.00	Queensland business	76.78
Italian business	36,873.50	Leeward Islands business	337.22
French business	8,905.70	Norwegian business	5,509.08
Jamaican business	233.33	Netherlands business	900.75
New Zealand business	192.34	Danish business	1,889.89
New South Wales business	316.54	Newfoundland business	534.48
Victorian business	247.81	Trinidad and Tobago business	13.23
Belgian business	2,666.60	Bahamas business	27.10
Portuguese business	5,683.29	Austro-Hungarian business	946.73
Swedish business	12,889.71		
Tasmanian business	25.37	Total international revenue	229,344.90
Windward Islands business	577.48		

POST-OFFICE INSPECTORS PAID OUT OF MONEY-ORDER PROCEEDS.

Post-office inspectors employed in the money-order service are paid out of the proceeds of the money-order business, under section 4020 of the Revised Statutes. The Fourth Assistant Postmaster-General states that twenty post-office inspectors were so employed during the last fiscal year, and that the amount expended in the payment of their salaries, per diem allowances, etc., for that period of time was \$58,639.05,

an amount larger by \$1,197.12 than the expenditure for similar service in 1890-'91. The greater part thereof is chargeable to the domestic money-order business, and the remainder to the international money-order business and postal-note business.

GENERAL FINANCIAL RESULTS.

The domestic and international money orders and postal notes issued during the last fiscal year numbered altogether 20,102,958, and amounted in value to \$147,082,838.13; while the payments and repayments of such orders and notes numbered in all 19,339,428, and amounted in the aggregate to \$137,226,534.60. The aggregate amount of fees received from the public was \$1,435,254.53.

Compared with the total volume of business transacted the previous year, these figures exhibit—

(1) An increase of 925,230, or 4.82 per cent, in the total number of issues, and of 881,396, or 4.77 per cent, in the total number of payments and repayments.

(2) An increase of \$1,763,084.88, or 1.21 per cent, in the aggregate amount of the issues, and of \$1,674,030.51, or 1.23 per cent, in the aggregate amount of the payments and repayments.

(3) An increase of \$48,305.94, or 3.48 per cent, in the aggregate amount of fees received.

Section 4050 of the Revised Statutes provides that the Postmaster-General shall cause to be placed to the credit of the Treasurer of the United States, for the service of the Post-Office Department, the net proceeds of the money-order business. In compliance with this provision of law the revenues, as reported in quarterly statements by the Auditor, from all branches of the money-order business, including the revenues from the postal-note business, have been deposited with the United States Assistant Treasurer at New York, to the credit of the Treasurer of the United States, as here shown:

Revenue for quarter ended—	Amount.	Deposited.
September 30, 1891.....	\$209,428.67	Jan. 20, 1892
December 31, 1891.....	274,737.56	Apr. 9, 1892
March 31, 1892.....	225,427.85	June 30, 1892
June 30, 1892.....	200,374.04	Oct. 8, 1892
Total.....	909,968.12	

This total exceeds by \$43,476.27 the revenues deposited in like manner during the previous year.

From the foregoing it would appear that the money-order system last year yielded a net revenue of \$909,968.12; but this sum is in reality the amount of gross receipts less only the expenses paid out of the proceeds of the business. In order to make a fair showing of profit or loss, the following expenses of the system which were defrayed from appropriations made by Congress must be taken into account, viz:

Salaries to 51 employés in the Superintendent's office	\$65,920.00
Salaries to the employés in the money-order division of the Sixth Auditor's office	235,000.00
Stationery furnished for use in the Superintendent's office	364.31
Books, blanks, printing, and stationery furnished for use in the money-order division of the Sixth Auditor's office	9,739.43
One-half of salaries of engineer and laborers in the money-order building, under the supervision of the Superintendent of the Post-Office Department	3,650.00

One-half rent of the money-order building	\$4,000.00
One-half estimated cost of furniture for, and miscellaneous expenses of said building, including fuel, gas, etc.	2,000.00
Five-sixths of the rent paid for the building known as the "Bensch" building, occupied by the money-order division of the Sixth Auditor's office	9,166.66
Salaries of engineer, watchmen, firemen, laborers, etc., and miscellaneous expenses of said building	11,920.00
Allowances to postmasters at first and second-class post-offices for clerk hire in the money-order business, which under the act of June 29, 1886, are paid out of appropriations instead of from the proceeds of that business, the amount of said allowances, as reported by the First Assistant Postmaster-General, being	584,915.41
Total	926,675.81

Deducting from this sum of \$926,675.81 the total amount of revenue deposited as above stated with the Assistant Treasurer, there remain \$16,707.69 representing expenditures on money-order account in excess of the gross receipts of the system for the entire year.

For four years in succession there has been a small excess of the expenditures of the system over its receipts. The excess in 1889 was \$8,128.73; in 1890, \$24,558.41, and in 1891 \$15,316.34. The deficit of last year, like those of the three previous years, may be ascribed to the continued reduction in the average amount of the domestic order and consequent diminution of the average amount of the fee received therefor. If the average fee received for domestic orders in 1891-'92 had been as large as the average fee received the previous year for orders of that description, this deficiency of \$16,707.69 would not have resulted, but in its place there would have been a profit of about \$5,700.

Ever since 1884 there has been a steady decline in the average amount of the domestic money order, and consequently in the fee received therefor. In that year the average amount of the order was \$15.58 and the average fee 12.12 cents. Last year they were respectively \$9.94 and 3.58 cents. This decline, it is believed, may be attributed chiefly to competition on the part of private enterprises which issue "money orders" for large amounts at rates lower than those of the postal money-order system for orders of corresponding grades, leaving this system more than its due share of the unprofitable part of the business, which is the issue of orders for small sums.

In his annual report for 1891 the Superintendent of the Money-Order System made the following statement, to wit:

A general demand has arisen for, and I believe the situation requires, a reduction of fees on domestic orders for amounts exceeding \$15. It is my opinion, however, that in the event of adoption of a lower schedule of fees for such orders measures should be taken concurrently for curtailment of the expenses of the system, and that curtailment of expenses sufficient to admit of any substantial reduction of fees must embrace a diminution of the allowances for the work of issuing and paying money-orders, although it is not improbable that a marked reduction in the fees on orders for large amounts would increase somewhat the profits on these orders through a more extensive use of the same.

The fees charged for the issue of domestic money orders at present are as follows:

For orders for sums:	Cents.
Of \$5 or less	5
Over \$5 and not exceeding \$10	8
Over \$10 and not exceeding \$15	10
Over \$15 and not exceeding \$30	15
Over \$30 and not exceeding \$40	20
Over \$40 and not exceeding \$50	25
Over \$50 and not exceeding \$60	30
Over \$60 and not exceeding \$70	35
Over \$70 and not exceeding \$80	40
Over \$80 and not exceeding \$100	45

The amount allowed by existing law as compensation for the clerical labor at post-offices in the issue and payment of domestic money orders is $3\frac{1}{2}$ cents for each order issued, and $3\frac{1}{2}$ cents for each order paid or repaid. As remarked in the report just mentioned, "A diminution of the amount allowed for such labor on each order by a fraction of a cent would effect in the aggregate a very large saving to the postal money-order system."

The aggregate number of issues, payments, and repayments of domestic money orders last year was 24,106,702, and the compensation for that number of such transactions, at $3\frac{1}{2}$ cents each, the rate allowed by law, as above stated, would be \$843,734.57. At $3\frac{1}{2}$ cents per transaction it would be \$783,467.81, or \$60,266.76 less, and at 3 cents per transaction \$723,201.06, or \$120,533.51 less than under existing law.

An annual saving of \$120,000, or even of \$60,000 thus effected would appear to warrant some reduction in the fees charged for orders for amounts exceeding \$15.

I would, therefore, renew the recommendation made last year, "that Congress be requested to provide by appropriate legislation for a reduction ranging from 3 cents to 15 cents in the schedule of fees for domestic money orders for amounts over \$15, and concurrently therewith to enact a measure for curtailment, from $3\frac{1}{2}$ to $3\frac{1}{4}$ cents per transaction, of the rates allowed postmasters as compensation for issuing and paying or repaying domestic money orders, or for the payment of clerks employed in performing that work."

A reduction from $3\frac{1}{2}$ to $3\frac{1}{4}$ cents in the rate of commission allowed postmasters for the payments and repayments of domestic orders last year would alone have resulted in a saving of \$30,093.15.

In this connection the suggestion is hereby renewed that the following schedule of fees for domestic money orders be adopted:

For orders for sums—

	Cents.
Of \$5 or less	5
Over \$5 and not exceeding \$10	8
Over \$10 and not exceeding \$20	10
Over \$20 and not exceeding \$30	12
Over \$30 and not exceeding \$40	15
Over \$40 and not exceeding \$50	18
Over \$50 and not exceeding \$60	20
Over \$60 and not exceeding \$75	25
Over \$75 and not exceeding \$100	30

A reduction of fees to this extent, although it would doubtless occasion some loss of revenue at first, would probably soon cause an increase of receipts, and in course of time, the public having become fully acquainted therewith, might even result in enhanced profits from large orders by greatly increasing the sale of the same.

Under circumstances the most favorable that can be expected, however, strict economy in expenditures will still be necessary to keep the money-order system wholly or nearly self-sustaining. Abbreviation of methods and processes must be attempted wherever it will tend to lessen expense without impairing the efficiency of the service. A step in this direction has been taken since the close of the last fiscal year, under an act of Congress approved July 16, 1892, by which section 4044 of the Revised Statutes is so modified that a postmaster may be required to render returns of the money-order business once a month, or twice a month, weekly, semi-weekly, or daily, as the Postmaster General may determine, instead of not less frequently than weekly. While it is of the first importance that statements of the

money-order business transacted at the larger offices be forwarded to the Department not less frequently than once a week, it does not seem necessary to require postmasters at offices where the issues and payments of money orders and postal notes are very few in number to make weekly returns of such transactions. Semi-monthly returns from such postmasters are deemed sufficient usually to furnish the Department with what information it needs as to the condition of their money order business. Accordingly, since the passage of the act mentioned, postmasters authorized to transact only domestic money-order business have been required to forward to the Department statements of such business but twice in each month. This diminution of the number of money-order returns, besides lightening somewhat the duties of the postmasters directly concerned, materially reduces the amount of clerical labor in the Post-Office Department as well as in the Auditor's office, and is therefore regarded as a matter of no little importance in connection with the large increase in the number of small offices. Moreover, inasmuch as returns of this kind are transmitted to the Department in registered packages, it results in a considerable saving of labor in the registration work of post-offices, especially that of the post-office in this city.

By the terms of section 4033 of the Revised Statutes postmasters and their clerks are not permitted to enter in an application for a money order the particulars thereof, even when the applicant is unable to write or can write with great difficulty only. In such cases the applicant is compelled to go without the money order or to seek some person who is not connected with the post-office to make out his application for him. This often occasions considerable delay and inconvenience and not infrequently causes an intending remitter to refrain from purchasing a postal money order and to forward the amount by other means. If the postmaster or clerk were permitted to fill out the application from dictation, the applicant in such cases being required to sign or attach his mark to the application after the same had thus been filled out and the particulars thereof read by or to him, it would in many cases tend to facilitate the issue of money orders. It is, therefore, recommended that the law be so modified as to authorize a postmaster or his clerk to fill out applications for money orders under such regulations as the Postmaster-General may prescribe.

APPENDIX.

A.—Tabular statement showing operations of the domestic money-order system during each year since its establishment, November 1, 1864, up to June 30, 1892.

Fiscal year ended—	Number of money-order offices in operation.	Amount of orders issued.	Amount of orders paid and repaid.	Amount of fees and miscellaneous receipts.	Amount of expenses paid from proceeds.	Excess of expenses paid from proceeds over receipts.	Excess of receipts over expenses paid from proceeds.
June 30, 1865..	419	\$1,860,122.53	\$1,313,577.06	\$11,536.40	\$18,584.37	\$7,047.97	.....
June 30, 1866..	766	3,977,259.28	3,903,890.22	35,803.06	28,664.27	.....	\$7,138.79
June 30, 1867..	1,224	9,220,327.73	9,071,240.73	70,889.77	44,628.96	.....	26,260.81
June 30, 1868..	1,468	16,197,858.47	16,118,537.03	124,503.19	70,345.04	.....	54,158.15
June 30, 1869..	1,466	24,848,058.93	24,654,123.46	176,247.87	110,694.00	.....	65,553.87
June 30, 1870..	1,694	34,054,854.71	33,927,924.79	235,557.05	145,382.42	.....	90,174.63
June 30, 1871..	2,076	42,164,118.03	42,027,336.31	295,563.88	194,381.60	.....	101,181.78
June 30, 1872..	2,452	48,515,532.72	48,419,644.97	350,499.40	244,521.63	.....	105,977.77
June 30, 1873..	2,775	57,516,216.69	57,295,012.27	354,816.66	286,232.66	.....	68,584.00
June 30, 1874..	3,069	74,424,854.71	74,210,156.25	462,238.54	357,040.42	.....	105,198.12
June 30, 1875..	3,404	77,431,251.58	77,361,690.75	494,717.27	374,575.18	.....	120,142.09
June 30, 1876..	3,401	77,035,972.78	77,106,338.85	647,021.52	456,250.68	.....	190,770.84
June 30, 1877..	3,697	72,830,509.70	72,908,475.25	624,409.66	524,478.47	.....	99,931.19
June 30, 1878..	4,143	81,442,364.87	81,279,910.80	716,638.98	513,686.61	.....	202,952.77
June 30, 1879..	4,512	88,254,641.02	88,006,200.20	799,347.09	575,398.32	.....	223,960.77
June 30, 1880..	4,829	100,352,618.83	100,165,862.78	917,091.58	650,518.50	.....	267,573.08
June 30, 1881..	5,163	105,075,769.35	104,924,853.61	967,772.93	715,458.29	.....	252,314.64
June 30, 1882..	5,491	113,400,118.21	113,398,301.80	1,054,538.02	774,197.45	.....	280,341.57
June 30, 1883..	5,927	117,329,406.31	117,344,281.78	1,102,838.42	791,133.75	.....	311,704.67
June 30, 1884..	6,310	122,121,261.98	121,971,083.80	950,479.39	702,603.80	.....	247,875.59
June 30, 1885..	7,056	117,858,921.27	117,996,205.06	925,125.03	681,150.06	.....	243,974.97
June 30, 1886..	7,357	113,819,521.21	113,885,463.04	922,781.97	689,758.38	.....	233,023.50
June 30, 1887..	7,853	117,462,660.89	117,204,026.66	914,076.87	402,458.59	.....	511,617.98
June 30, 1888..	8,241	119,649,064.98	119,743,345.25	947,316.56	406,043.79	.....	541,272.77
June 30, 1889..	8,727	115,081,845.79	115,281,906.94	933,821.35	399,856.65	.....	533,964.70
June 30, 1890..	9,382	114,362,757.12	114,347,661.35	951,293.63	426,919.43	.....	524,374.20
June 30, 1891..	10,070	119,122,236.60	118,843,875.71	1,005,298.19	455,626.36	.....	549,671.83
June 30, 1892..	12,069	120,066,801.07	120,121,754.19	1,037,027.45	489,526.73	.....	547,500.72
Total.....		2,204,985,457.24	2,202,882,771.03				

B.—Statement of duplicate domestic money orders and postal notes issued by the Department during the fiscal year ended June 30, 1892.

	Number.	Remarks.
I. In lieu of money orders lost in transit.....	22,861	Being 747 less than during preceding year.
II. In lieu of money orders, payment of which had been prohibited in pursuance of section 4041 of the Revised Statutes of the United States.	1,275	Being 1,152 less than during preceding year.
III. In lieu of money orders lost by the payees, remitters, or indorsees.	1,015	Being 105 more than during preceding year.
IV. In lieu of money orders mutilated or destroyed while in the hands of the payees, remitters, or indorsees.	958	Being 78 more than during preceding year.
V. In lieu of money orders invalidated by reason of having received more than one indorsement, in violation of section 4037 of the Revised Statutes of the United States.	18	Being 69 less than during preceding year.
VI. In lieu of money orders invalidated by reason of not having been presented for payment within one year after the date of their issue.	721	Being 108 less than during preceding year.
Total.....	26,848	Being 1,893 less than during preceding year.
Duplicate postal notes issued during the same year....	8,438	Being 28 less than during preceding year.

C.—Detailed statement showing the number of duplicate international money orders issued by the Department during the fiscal year ended June 30, 1892.

Payable in the United States:		Payable in the United States—Continued.	
Canadian	390	New South Wales	6
German	246	Tasmanian	5
British	223	Newfoundland	5
Swiss	118	Leeward Islands	4
Italian	40	New Zealand	4
Swedish	19	Austrian	4
Norwegian	13	Queensland	3
Belgian	12	Cape Colony	3
Trinidad and Tobago	11	Windward Islands	3
Hawaiian	10		
Jamaican	10	Total	1, 170
Victorian	9	Payable in France	70
Danish	9	Payable in Germany	35
Japanese	9		105
Portuguese	7		
Netherlandish	7	Grand total	1, 275

D.—Statement of cases of alleged improper payment of money orders under investigation during the fiscal year ended June 30, 1892.

	Number of cases.	Amount.	Total amount.
Whole number of orders alleged to have been improperly paid	271		\$5, 694. 80
A. Orders issued prior to July 1, 1891	203	\$4, 613. 01	
B. Orders issued after June 30, 1891, and prior to July 1, 1892	268	1, 081. 79	
I. Recovered	25		668. 99
A. Orders issued prior to July 1, 1891	18	326. 36	
B. Orders issued after June 30, 1891, and prior to July 1, 1892	7	142. 63	
II. Paid to proper payee	98		2, 051. 87
A. Orders issued prior to July 1, 1891	74	1, 757. 51	
B. Orders issued after June 30, 1891, and prior to July 1, 1892	24	294. 36	
III. Charged to paying postmaster	50		1, 010. 95
A. Orders issued prior to July 1, 1891	35	756. 00	
B. Orders issued after June 30, 1891, and prior to July 1, 1892	15	254. 35	
IV. Charged to issuing postmaster	2		35. 00
A. Orders issued prior to July 1, 1891	2	35. 00	
V. Charged to payee of order	1		2. 68
A. Orders issued prior to July 1, 1891	1	2. 68	
VI. Charged to remitter of order	6		83. 53
A. Orders issued prior to July 1, 1891	4	20. 50	
B. Orders issued after June 30, 1891, and prior to July 1, 1892	2	63. 03	
VII. Charged to Department	12		295. 30
A. Orders issued prior to July 1, 1891	11	260. 57	
B. Orders issued after June 30, 1891, and prior to July 1, 1892	1	34. 73	
VIII. Unsettled	77		1, 746. 48
A. Orders issued prior to July 1, 1891	58	1, 453. 79	
B. Orders issued after June 30, 1891, and prior to July 1, 1892	19	292. 69	
Total	271		5, 694. 80

CONVENTION FOR THE EXCHANGE OF MONEY ORDERS, BETWEEN THE MINISTRIES OF COMMERCE OF AUSTRIA AND HUNGARY ON THE ONE HAND, AND THE POST-OFFICE DEPARTMENT OF THE UNITED STATES OF AMERICA ON THE OTHER.

ARTICLE I.

There shall be a regular exchange of post-office money orders between the Austro-Hungarian Monarchy and the United States of America.

ARTICLE II.

The money-order service between the contracting countries shall be performed exclusively by the agency of offices of exchange. On the part of Austria, the office of exchange shall be Vienna; on the part of Hungary, Buda-Pesth; and on the part of the United States, New York, N. Y.

ARTICLE III.

In all transactions which may occur under this convention, the French currency (francs and centimes) shall be employed.

ARTICLE IV.

The maximum amount for which a money order may be drawn in the United States for payment in the Austro-Hungarian Monarchy shall be one hundred dollars, or the equivalent thereof in French money, at the rate of conversion adopted by the United States Post-Office Department, under the authority granted in paragraph 3 of article 6 of this convention; and the maximum amount for which a money order may be issued in the Austro-Hungarian Monarchy for payment in the United States shall be five hundred francs.

ARTICLE V.

All payments for money orders, whether to or by the public, if not in gold coin, shall be made to the nearest practicable equivalent.

ARTICLE VI.

Deposits of Austro-Hungarian money made by remitters in Austria or in Hungary, for payment in the United States, shall be converted at the exchange office of Vienna, or of Buda-Pesth, as the case may be, into francs and centimes, in accordance with the value of the piece of 20 francs in gold, fixed by the Vienna or Buda-Pesth bourse on the day on which the orders are advised to the United States.

The conversion into United States money of the sums advised in francs and centimes by the Vienna or Buda-Pesth offices to the New York office shall be effected by the New York office, at rates to be fixed by the Post-Office Department of the United States, and such rates shall be communicated to the ministers of commerce at Vienna and at Buda-Pesth.

On the other hand, the amounts of money orders drawn in the United States for payment in Austria or in Hungary, shall be expressed in francs and centimes (the conversion from United States money into French money being made at a rate to be fixed by the Post-Office Department of the United States).

Upon the arrival at the exchange offices of Vienna and Buda-Pesth, respectively, of the lists dispatched by the exchange office of New York, the amounts of money orders advised in such lists shall be converted by the receiving exchange offices into Austro-Hungarian money, in accordance with the value of the 20-franc piece in gold, as quoted by the Vienna or Buda-Pesth bourse, respectively, on the day of the receipt of the list in question.

ARTICLE VII.

The Ministries of Commerce of Austria and of Hungary, and the Post-Office Department of the United States shall, each, have the power to fix, from time to time, the rates of commission to be charged on all money orders they may respectively issue. They will communicate to each other the fees which they shall have established, and the changes they may subsequently make therein.

The commission shall belong to the issuing administration, but the Postal Admin-

Administrations of Austria and of Hungary shall pay to the Post-Office Department of the United States one-half of one per centum ($\frac{1}{2}$ per cent) on the amount of money-orders issued in Austria or in Hungary and payable in the United States, and the Post-Office Department of the United States shall make a like payment to the Postal Administrations of Austria and of Hungary for money orders issued in the United States and payable in Austria or in Hungary.

ARTICLE VIII.

In the payment of money orders to the public no account shall be taken of any fraction of a cent, or of a kreutzer.

ARTICLE IX.

No money order shall be issued unless the applicant furnish, in full, the surname, and, at least, the initial of one given name, both of the remitter and of the payee, or the name of the firm or company who are the remitters or payees, together with the exact address of the person, or firm, to whom the money is to be paid, and the address of the remitter.

ARTICLE X.

In the event of a money order miscarrying, or being lost, a duplicate shall be granted, without additional charge, on a written application from the payee (which application shall contain the necessary particulars), to the Chief Money-Order Office of the country in which the original order was payable.

On the receipt of an application (containing the same particulars) from the remitter instructions shall be given to stop payment of a money order.

ARTICLE XI.

When it is desired that any error in the name or address of a payee shall be corrected, or that the amount of a money-order shall be repaid to the remitter, application must be made by the remitter to the Chief Money-Order Office of the country in which the order was issued.

ARTICLE XII.

Repayment of a money order shall not, in any case, be made until it has been ascertained, through the Chief Money-Order Office of the country where such order is payable, that the order has not been paid.

At the end of every month each Postal Administration shall show, in a list, similar to Form C, annexed, the particulars of all orders which it has been authorized to repay to the original remitters, and the total amount of such list (which, when prepared by the Postal Administration of the United States, shall be transmitted to the Minister of Commerce of Austria), shall be entered to the credit of such administration in the account mentioned in Article XIX of this convention.

ARTICLE XIII.

Money orders shall be payable in the United States for twelve (12) months, and in Austria or Hungary, for three (3) months after the month of issue.

The amounts of all money orders which may remain unpaid at the expiration of the terms mentioned in the first paragraph of this article shall revert to, and remain at the disposal of the country of issue.

The Austrian office shall, therefore, enter in the quarterly account (Article XIX), to the credit of the United States, all money orders entered in the lists received from the United States which remain unpaid at the end of the period specified.

On the other hand, the Post-Office Department of the United States shall, at the close of each month, transmit to the Austrian office, for entry in the quarterly account, a detailed statement of all orders included in the lists dispatched from the Austrian or Hungarian office, which, under this article, become void.

ARTICLE XIV.

Each office of exchange shall communicate to its corresponding office, by every outgoing mail, the sums received in each of the respective countries for payment in

the other. They shall use for this purpose a list similar to the Form A, hereto annexed, which list shall always be made out in duplicate, in copying ink.

Money orders issued in either of the contracting countries towards the end of December, and not reaching the respective offices of exchange until the first days of the following month, shall be entered and communicated to the office of exchange of the country to which they are sent, on separate lists, supplementary to the ordinary list, dated the last day of the month of December. A blank list shall be transmitted, in case there are no orders to advise.

ARTICLE XV.

The lists shall bear consecutive numbers, commencing with the calendar year, and ending with it.

The orders inscribed in the lists shall also be consecutively numbered, the series of numbers (to be known as the international numbers) to commence with each month, on the part of Austria-Hungary, and with each calendar year on the part of the United States.

ARTICLE XVI.

The receipt of each list shall be acknowledged on each side by means of the first subsequent list forwarded in the opposite direction, and any list which may fail to reach its destination shall be immediately applied for by the exchange office to which it should have been sent. The dispatching exchange office shall in such case transmit, without delay, to the receiving exchange office, a duplicate of the missing list, certified as such.

ARTICLE XVII.

The lists shall be carefully verified by the respective receiving exchange offices, and corrected when they contain simple errors.

The corrections shall be communicated to the respective dispatching exchange offices in the acknowledgment of the receipt of the list in which the corrections were made.

When the list contains errors or irregularities which can not be corrected without consultation with the exchange office of the country of origin, the receiving exchange office shall request explanation from the dispatching exchange office, which latter office shall give such explanation with as little delay as possible.

In the meantime the issue of internal money orders relating to the entries on the list, found to be irregular, shall be suspended. One copy of each exchange list shall be returned by the receiving exchange office to the dispatching exchange office, but before returning such copy the receiving exchange office shall enter therein the names of the respective offices of payment of the orders enumerated in the list, and, in the lists from the United States returned by the Austrian or Hungarian office the latter office shall also enter the amount of each order in Austrian or Hungarian money, according to the conversion made by it.

ARTICLE XVIII.

As soon as the list shall have reached the receiving exchange office that office shall prepare internal money orders in favor of the payees for the equivalents in the money of the country of payment, of the amounts specified in the list, and shall forward such internal orders to the respective payees, or to the paying offices (as the case may be), in conformity with the regulations existing in each country, respectively, governing the payment of money orders.

ARTICLE XIX.

The administration of Austria shall, at the close of every quarter, prepare an account showing:

1st. The totals of the lists of the quarter which have been exchanged between the contracting countries, with the addition of the commission mentioned in article VII.

2d. Lists of money orders which the postal administration of the country of origin has been authorized to repay to the remitter (article XII).

3d. Lists of money orders which have not been paid within the respective periods specified in article XIII of this convention.

4th. The balance which, in conformity with the account, has to be paid by either postal administration.

ARTICLE XX.

Such account, which shall be in conformity with Forms B, C, D, and E, hereto annexed, shall be transmitted, in duplicate, by the Austrian office to the Post-Office Department of the United States, which shall return one copy of the account duly accepted.

ARTICLE XXI.

When the postal administrations of Austria and of Hungary have to pay to the Post-Office Department of the United States the balance shown by the general account, the Vienna office shall pay such balance at the same time that it transmits the general account, and when the balance shown by the said general account is payable by the United States Post-Office Department, the latter shall transmit to the Vienna office the amount of the said balance within ten (10) days after being notified by its accounting officer that the said balance has been found correct and accepted.

When the balance, as shown in francs and centimes, in the general account is to the credit of Austria and Hungary, it shall be payable, by means of bills of exchange drawn on Paris, and when the balance shown in the general account is to the credit of the United States it shall be payable, by means of bills of exchange on Paris, in favor of the director general of posts and telegraphs of France, and transmitted to the French postal administration, with a request that the amount thereof be placed to the credit of the postal administration of the United States on account of the exchange of money orders between the United States and France.

If, pending the settlement of an account, one of the contracting countries shall ascertain that it owes the other a balance exceeding 50,000 francs, the indebted administration shall promptly remit the approximate amount of such balance to the creditor administration. The expenses attending the remittance of bills of exchange shall invariably be borne by the postal administration by which the payment is to be made.

ARTICLE XXII.

The postal administration in each of the contracting countries shall be authorized to adopt any additional rules (if not repugnant to the foregoing) for the greater security against fraud or for the better working of the system generally. All such additional rules, however, must be communicated to the postal administration of the other country.

ARTICLE XXIII.

Should it appear at any time that money orders are used by mercantile men, or other persons in Austria-Hungary or in the United States, for the transmission of large sums of money, the postal administrations of Austria or Hungary or the Post-Office Department of the United States, as the case may be, shall be authorized to increase the commission, and shall have power even wholly to suspend for a time the issue of money orders.

ARTICLE XXIV.

The Convention shall go into effect on the first day of April, 1892, and shall be terminable on a notice, by either party, of six (6) calendar months.

Done in triplicate and signed at Washington, the 11th day of March, 1892; at Vienna, the 17th February, 1892; at Buda-Pesth, the 13th February, 1892.

(Signed) JNO. WANAMAKER,
Postmaster-General of the United States.

(Signed) BACQUEHEM.

(Signed) BAROSS.

A.

List No. —.

Austrian
Stamp of Office.
Hungarian.

Vienna.
Exchange Post-Office ———
Buda-Pesth.

SIR: I have received your List No. —, of the —, relative to money orders issued in the United States, Nos. — to —, and payable to persons residing in —. The examination which has been made has proved the correctness of the totals, viz: — francs — centimes.

In return, I transmit to you, herewith (in duplicate), a detailed statement of the amounts received in — since my last dispatch (List No. —), for orders payable to beneficiaries residing in the United States, amounting in the aggregate to — francs — centimes.

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, respectfully, your obedient servant,

Director of Posts.

To the MONEY-ORDER EXCHANGE OFFICE,
New York, N. Y.

Blanks to be filled by the exchange office of <u>Vienna</u> <u>Buda-Pesth.</u>											Blanks to be filled by the exchange office of New York.					
International number of order.	Original number of order.	Office of issue.	Name and address of remitter.	Full name of payee.	Address of payee.	Amount in Austrian currency.		Value of 20-franc piece.		Amount in French currency.		Amount in U. S. money.		Number of internal order.	Office of payment.	Remarks.
						Fl.	Kr.	Fl.	Kr.	Frs.	Cs.	\$	C.			

A.

Stamp of
N. Y. Office.

MONEY-ORDER EXCHANGE OFFICE,
New York, N. Y., —.

SIR: I have received the within list No. —, dated —, of Money Orders, from No. —, to No. —, inclusive, for sums received in — to be paid to beneficiaries in the United States, amounting in the aggregate to — francs — centimes.

I have found the said list correct, with the following exceptions:

To the MONEY-ORDER EXCHANGE OFFICE,
Vienna.

Buda-Pesth.

Postmaster.

List No. —

Stamp
of
New York
Office.

POST-OFFICE, NEW YORK, N. Y..

SER: I have received your list No. — of the —, relative to orders issued in Austria, No. —, to —, and payable to persons residing in the United States. The examination which has been made has proved the correctness of the totals, viz, — francs — centimes. In return, I transmit to you herewith (in duplicate) a detailed statement of the amounts received in the United States since my last dispatch (list No. —) for orders payable to beneficiaries residing in Austria, amounting in the aggregate to — francs — centimes.

Be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt endorsed thereon.

I am, respectfully, your obedient servant,

Postmaster.

To the **MONEY-ORDER EXCHANGE OFFICE,**
Vienna

Buda-Pesth.

Blanks to be filled by the dispatching exchange office of New York, N. Y.										Blanks to be filled by the receiving ex- change office of _____ Buda-Pesth.								
International num- ber of order.	Original number of order.	Office of issue.	Full name of remit- ter.	Full name of payee.	Address of payee.	• Amount re- ceived in U. S. money.	C.	Fcs.	Cs.	Value of the piece of 20 francs.	Fl.	Kr.	Amount in Aus- tro-Hungarian currency.	Fl.	Kr.	Number of internal money order.	Office of payment.	Remarks.

Blanks to be filled by the receiving ex-
change office of _____
Vienna.
Buda-Pesth.

International number of order.	Original number of order.	Office of issue.	Full name of remitter.	Full name of payee.	Address of payee.	<div> <div>Amount received in U.S. money.</div> <div> <div>Fcs.</div> <div>Cs.</div> </div> </div>	<div>Amount of order in French currency.</div> <div> <div>Fl.</div> <div>Kr.</div> </div> <td> <div>Amount in Austro-Hungarian currency.</div> <div> <div>Fl.</div> <div>Kr.</div> </div> <td>Number of internal money order.</td> <td>Office of payment.</td> <td>Remarks.</td> </td>	<div>Amount in Austro-Hungarian currency.</div> <div> <div>Fl.</div> <div>Kr.</div> </div> <td>Number of internal money order.</td> <td>Office of payment.</td> <td>Remarks.</td>	Number of internal money order.	Office of payment.	Remarks.
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A.

Stamp of
Vienna
Office.
Buda-Pesth

MONEY-ORDER EXCHANGE OFFICE,
Vienna, Austria,

Buda-Pesth, Hungary.

SIR: I have received the within list, No. —, dated —, of money-orders from No. — to —, inclusive, for sums received in the United States to be paid to beneficiaries in —, amounting in the aggregate to — francs — centimes. I have found said list correct, with the following exceptions:

Director of Posts

To the POSTMASTER OF THE MONEY ORDER EXCHANGE OFFICE,
New York, N. Y.

"D."

List of money orders issued in the United States for payment in Austria-Hungary during the month of ——— which have not been paid within (3) three calendar months after the month of issue and have therefore become void.

International number of order.	Original number of order.	Date.	Office of issue.	Office of payment.	Amount.	
					Francs.	Cs.

GENERAL POST-OFFICE,
Vienna, ———, ———.

"D."

List of money orders issued in Austria-Hungary for payment in the United States during the month of ——— which have not been paid within twelve (12) calendar months after the month of issue and have therefore become void.

International number of order.	Original number of order.	Date.	Office of issue.	Office of payment.	Amount.	
					Francs.	Cs.

MONEY-ORDER OFFICE, POST-OFFICE DEPARTMENT,
Washington, D. C., ———, ———.

"E."

Quarter end ———

General statement of the result of the exchange of money orders between Austria and Hungary on the one part and the United States on the other part.

To the credit of Austria and Hungary.			To the credit of the United States.		
	Francs.	Cs.		Francs.	Cs.
Orders issued in the United States, as per detailed account.....			Orders issued in Austria and Hungary, as per detailed account.....		
Commission on above at $\frac{1}{2}$ per cent.....			Commission on above at $\frac{1}{2}$ per cent.....		
Orders authorized to be repaid in Austria-Hungary as per detailed account.....			Orders authorized to be repaid in the United States, as per detailed account.....		
Void orders.....			Void orders.....		
Total credit to Austria and Hungary.			Total credit to the United States....		
Paid on account by the office of the United States.....			Paid on account by the Austrian office.....		
.....				
.....				
Balance due to the United States....			Balance due to Austria and Hungary.		

GENERAL POST-OFFICE,
Vienna, ———, ———.

CONVENTION FOR THE EXCHANGE OF MONEY ORDERS BETWEEN THE UNITED STATES OF AMERICA AND THE COLONY OF BRITISH GUIANA.

For the purpose of establishing a system of exchange of money orders between the United States of America and the Colony of British Guiana, the undersigned, John Wanamaker, Postmaster-General of the United States of America, and Sir Julian Pauncefote, G. C. M. G., K. C. B., Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary at Washington, by virtue of authority vested in them respectively, have agreed upon the following articles:

ARTICLE 1.

There shall be a regular exchange of money orders between the United States and the Colony of British Guiana.

The maximum of each money order is fixed at ten pounds sterling (£10.0.0) when issued in British Guiana, and when issued in the United States at fifty dollars (\$50.00) in the money of the latter country.

This maximum may be increased to twenty pounds sterling (£20.0.0) and one hundred dollars (\$100.00) respectively, by mutual agreement between the post-office departments of the two countries.

No money order shall include a fractional part of a penny or of a cent.

The amount of each order must be expressed in letters in the money of the country in which payment is to be made, and the equivalent of the money in the issuing country must also be shown in figures, at the rate of conversion fixed by Article XIII of the present convention.

ARTICLE 2.

The postal administration of British Guiana shall have power to fix the rates of commission on all money orders issued in that colony, and the Post-Office Department of the United States shall have the same power in regard to all money orders issued in the latter country.

The Post-Office Department of the United States shall communicate, from time to time, to the postal administration of British Guiana its tariff of charges or rates of commission which shall be established under this convention, and the postal administration of British Guiana shall communicate from time to time to the Post-Office Department of the United States the tariff of charges or rates of commission which shall be established by the former under this convention, and these rates shall in all cases be payable in advance by the remitters, and shall not be repayable.

It is understood, moreover, that the postal administrations of the two countries are each authorized to suspend, temporarily, the exchange of money orders, in case the course of exchange or any other circumstance should give rise to abuses or cause detriment to the postal revenue.

ARTICLE 3.

Each of the two countries included in this convention shall keep the commission charged on all money orders issued within its jurisdiction, but shall pay to the country to which such money orders are sent for payment one-half of one per cent on the amount of such orders.

ARTICLE 4.

The service of the postal money-order system between the post-offices of the United States on the one part and the post-offices of British Guiana on the other part shall be performed exclusively by the intermediary agency of offices of exchange. On the part of the United States the office of exchange shall be New York, New York, and on the part of British Guiana the office of exchange shall be Georgetown, British Guiana.

Orders shall be drawn only on the authorized money-order offices of the respective countries included in this convention, and the Post-Office Department of the United States shall furnish to the Postal Administration of British Guiana a list of such offices in the United States and shall, from time to time, report any addition to or change in such list, and the Postal Administration of British Guiana shall furnish the Post-Office Department of the United States with a list of such offices in British Guiana, and shall, from time to time, report any addition or change in such list.

Every money order and advice must contain the name of the post-office and of the country of destination, and, if payable in the United States, the name of the State in which such office is situated.

ARTICLE 5.

No money order shall be issued unless the applicant furnish the name and address of the person to whom the amount is to be paid, and his own name and address; or unless the name of the firm or company who are the remitters, or the payees, is given, together with the address of each.

The money orders issued in either country shall be forwarded by the remitters, at their own expense, to the payees.

ARTICLE 6.

The advices of all money orders drawn upon post-offices in British Guiana by post-offices in the United States shall be sent to the office of exchange at New York, where they shall be examined, and, if found correct, impressed with the dated stamp of that office and transmitted, by the next mail, to the exchange office at Georgetown, accompanied by a list thereof, in duplicate, which is to be drawn up in conformity with the model of Form A hereto annexed.

The advices, on their arrival at Georgetown, shall be compared with the entries in the list and promptly dispatched to the respective paying offices.

In like manner, the advices of money orders drawn upon post-offices in the United States by post-offices in British Guiana shall be sent to the office of exchange at Georgetown, shall there be examined, and, if found correct, impressed with the dated stamp of that office, and be dispatched, to the office of exchange at New York by the next mail accompanied by a list thereof, in duplicate, which is to be drawn up in conformity with the model of Form B.

The advices, on their receipt at New York, shall be compared with the entries in the list, and promptly dispatched to the respective paying offices.

The advices of money orders issued in the United States in the month of June which may arrive at the office of exchange at New York in the earlier days of the following month shall be entered on lists supplementary to that of the last day of the month of June, and in like manner the advices of money orders issued in British Guiana in the month of June which may arrive at the exchange office at Georgetown in the earlier days of the following month shall be entered on lists supplementary to that of the last day of the month of June.

Each exchange office shall certify its money orders to the other on the lists, in amounts designated in the denominations of the money both of the dispatching and of the receiving country, at the rate of conversion established by article 13 of this convention. The amounts so converted shall be checked at the receiving office of exchange.

ARTICLE 7.

The lists dispatched from each office of exchange shall bear consecutive numbers, commencing with No. 1, at the beginning of the month of July in each year, and the entries in these lists shall also have consecutive numbers.

Of each list dispatched a duplicate shall be sent, which duplicate, after being verified by the receiving office of exchange, shall be returned to the dispatching office of exchange.

Each office of exchange shall promptly communicate to the other the correction of any simple error which it may discover in the verification of the lists.

When the lists show irregularities which the receiving exchange office is not able to rectify, that office shall apply for an explanation to the dispatching exchange office, and such explanation shall be afforded without delay.

Should any list fail to be received in due course the dispatching exchange office, on receipt of information to that effect, shall transmit, without delay, a duplicate of the list duly certified as such.

ARTICLE 8.

Duplicate money orders shall be issued only by the postal administration of the country on which the original orders were drawn, and in conformity with the regulations established, or to be established, in that country.

ARTICLE 9.

Money orders issued in the United States on post-offices in British Guiana and money orders issued in British Guiana on post-offices in the United States shall be subject, as regards payment, to the regulations which govern the payment of money orders in the country on which they are drawn.

The paid money orders shall remain in the possession of the country of payment.

ARTICLE 10.

Repayment of money orders to remitters shall not be made until an authorization for such repayment shall first have been obtained by the country of issue from the country where such orders are payable, and the amounts of the repaid money orders shall be duly credited to the former country in the quarterly account (article 12). It is the province of each postal administration to determine the manner in which repayment to remitters is to be made.

ARTICLE 11.

Money orders which shall not have been paid within twelve calendar months from the month of their issue shall become void, and the sums received therefor shall accrue to and be at the disposal of the country of origin.

The postal administration of British Guiana shall, therefore, enter to the credit of the United States Post-Office Department, in the quarterly account, all those money orders entered in the lists received from the United States which remain unpaid at the end of the period specified (article 12).

On the other hand, the Post-Office Department of the United States shall, at the close of each month, transmit to the postal administration of British Guiana, for entry in the quarterly account, a detailed statement of all money orders that are included in the lists dispatched from the latter country which, under this article, become void.

ARTICLE 12.

At the close of each quarter an account shall be prepared by the postal administration of British Guiana showing, in detail, the totals of the lists containing the particulars of money orders issued in both countries during the quarter and the balance resulting from such transactions.

Three copies of this account shall be transmitted to the Post-Office Department of the United States at Washington, and the balance, after proper verification, shall, if due by the United States Post-Office Department, be paid at Georgetown, but, if due by the postal administration of British Guiana, the balance shall be paid at New York, and in either case in the money of the country to which the payment is made. By mutual agreement, however, between the Post-Office Department of the United States and the postal administration of British Guiana payment of balances may be made in money, or by drafts, or bills of exchange on London or other cities, instead of on Georgetown and New York, at the rate of conversion fixed by article 13 of this convention.

If, pending the settlement of an account, either the United States Post-Office Department on the one hand or the postal administration of British Guiana on the other, shall ascertain that the one owes the other a balance exceeding \$5,000, the indebted administration shall promptly remit an approximate amount of such balance to the credit of the other; but when the indebtedness is less than \$5,000 nothing herein contained shall prevent the debtor administration from remitting any part of such indebtedness at discretion.

The quarterly account, and the letters which accompany the remittances of approximate balances, shall be drawn up in accordance with the forms "C," "D," "E," "F," "G," and "H" annexed to this convention.

ARTICLE 13.

Until the postal administrations of the United States and British Guiana consent to an alteration it is agreed that in all matters of account relative to money orders which shall result from the execution of the present convention the pound sterling of Great Britain shall be considered as equivalent to four dollars and eighty-seven cents of the money of the United States.

ARTICLE 14.

The postal administration of each of the two countries is authorized to adopt any additional rules (if not repugnant to the foregoing) for greater security against fraud or for the better working of the system generally.

All such additional rules, however, adopted by the postal administration of either country must be promptly communicated to the postal administration of the other.

ARTICLE 15.

This convention shall take effect on the first day of October, one thousand eight hundred and ninety-two, and shall continue in force until the expiration of a period of one year after the date upon which either of the contracting parties shall have notified to the other its intention to terminate it.

Done in duplicate, and signed at Washington on the twenty-fifth day of May in the year of our Lord eighteen hundred and ninety-two.

[SEAL.]

(Signed), JNO. WANAMAKER,
Postmaster-General of the United States.

[SEAL.]

(Signed) JULIAN PAUNCFOTE,
H. B. M. Minister.

A.

List No. —

Stamp
of
New York
office.

Sir: I have the honor to transmit to you herewith, in duplicate, a list containing a detailed statement of the sums received in the United States since my last despatch (List No. —), for orders payable in British Guiana, amounting in the aggregate to \$— (£— s.— d.—).

I be pleased to examine, complete, and return to me the original copy of this list, with your acknowledgment of its receipt indorsed thereon.

I am, sir, your obedient servant.

Postmaster, New York.

To the POSTMASTER, GEORGETOWN,
British Guiana.

A.

Blanks to be filled by the despatching exchange office of New York.

For the use of
general post-
office, George-
town.

Current number of international order.	Number of original order.	Date of original order.	Office issuing orig- inal order.	Office where payable.	Payee.		Remitter.		Amount of order in United States money.			Amount of order in British money.			Date of payment.	Remarks.
					Name.	Address.	Name.	Address.								
									\$	c.		£	s.	d.		

A.

GENERAL POST-OFFICE,
Georgetown, ———, 189—.

SIR: I have examined this list of money orders, from No.— to No.— inclusive, for sums received in the United States for payment in British Guiana, amounting in the aggregate to \$—, and which is to be paid to the net amount of £—-s., -p.

The said list was found to be correct, with the following exceptions:

I am, sir, your obedient servant,

**To the POSTMASTER MONEY ORDER EXCHANGE OFFICE,
New York, N. Y.**

Postmaster at Georgetown.

B.

Office stamp.

Stamp
of
New York
office.

A list of money orders issued in British Guiana, and payable in the United States, dispatched this — day of —, 189—. Date of arrival at New York —, 189—.

Blanks to be filled by the dispatching exchange office, Georgetown.

Space for
use of New
York of-
fice.

	Current number of international order.
	Number of original order.
	Date of original order.
	Office of issue.
	Remitter.
	Name.
	Address.
	Payee.
	Name.
	Residence.
	County.
	State.
b.	Amount received in British Guiana.
a.	
d.	Value of order in U.S. money.
c.	

C.

Account of the exchange of money orders between British Guiana and the United States during the quarter ended ——— 189—.

Orders issued in British Guiana.				Orders issued in the United States.					
Number of list.	Date of list.	Total amount of each list.		Number of list.	Date of list.	Total amount of each list.			
		\$	c.			£.	s.	d.	

D.

Table showing the particulars of such orders as have been repaid to the remitters in the country of issue.

Issued in British Guiana.							Issued in the United States.								
Number of list.	Date of list.	Number of international order.	Amount of order.					Number of list.	Date of list.	Number of international order.	Amount of order.				
			\$	c.	£	s.	d.				\$	c.	£	s.	d.
To credit of British Guiana								To credit of United States							

E.

Table showing the particulars of such orders as have become void.

Issued in British Guiana.						Issued in the United States.									
Number of list.	Date of list.	Number of international order.	Amount of order.					Number of list.	Date of list.	Number of international order.	Amount of order.				
			\$	c.	£	s.	d.				\$	c.	£	s.	d.
To credit of British Guiana								To credit of United States							

F.

Balance.

To credit of British Guiana.				To credit of United States.			
	\$	s.	d.		\$	cts.	
Amount of international orders issued in the United States				Amount of international orders issued in British Guiana			
One-half of 1 per cent on amount of such issues				One-half of 1 per cent on amount of such issues			
Deduct amount of void orders of United States issue, as per table ..				Deduct amount of void orders of British Guiana, as per table			
Deduct amount of international orders repaid in United States, as per table				Deduct amount of international orders repaid in British Guiana, as per table			
Total deduction				Total deduction			
United States credit, converted at \$4.87 to the pound sterling, to be deducted				British Guiana credit, converted at \$4.87 to the pound sterling to be deducted ..			
Balance to credit of British Guiana				Balance to credit of United States ..			
Paid on account by United States				Paid on account by British Guiana			
Dates:				Dates:			
Balance remaining				Balance remaining			

The within account exhibits a total balance of —, which, after deduction of the payments on account, as therein stated, leaves a balance remaining of — due to the — office.

Postmaster at Georgetown.

The above statement of account is accepted with a balance of — due to the — office.

Auditor of the Treasury for the Post-Office Department.

WASHINGTON, D. C., —, 189—.

The payment on account of — having been receipted by special vouchers, the receipt of the balance remaining of — is hereby acknowledged.

G.

No. —

GENERAL POST-OFFICE,
Georgetown, —, 189—

SIR: The lists of international money orders which the Georgetown exchange office has transmitted to the New York exchange office from — to —, 189—, amount to the sum of \$.....
The lists transmitted by the New York office to the Georgetown office for the same period amount to \$..... equal to.....
Difference

On account of which the Georgetown office has already paid the following sums, viz:

—, 189—, \$.....
—, 189—, \$.....
—, 189—, \$.....
—, 189—, \$.....

Difference remaining \$.....

Particulars: In accordance with the terms of article 12 of the convention of —, 189—, the sum of \$..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

Postmaster at Georgetown.

To the POSTMASTER-GENERAL OF THE UNITED STATES,
Washington.

H.

No. —

POST-OFFICE DEPARTMENT,
Washington, D. C., —, 189—

SIR: The lists of international money orders which the exchange office at New York has transmitted to the exchange office at Georgetown from — to —, 189—, amount to the sum of £.....
The lists transmitted by the exchange office at Georgetown to the New York office during the same period amount to £..... equal to.....
Difference

On account of which the United States office paid the following sums:

—, 189—, £.....
—, 189—, £.....
—, 189—, £.....
—, 189—, £.....

Difference remaining £.....

Particulars: In accordance with the terms of article 12 of the convention of —, 189—, the sum of £..... is herewith transmitted, as per particulars in the margin, the receipt of which you will be pleased to acknowledge in due form.

Superintendent Money-Order System.

To the POSTMASTER,
Georgetown, British Guiana.

P M G 92—17

DIVISION OF CORRESPONDENCE.

The Division of Correspondence was, by order of the Postmaster-General, transferred from the office of the Assistant Attorney-General to that of the First Assistant Postmaster-General, August 1, 1891.

The duties appertaining to this division consist chiefly of the preparation of correspondence for the signature of the Postmaster-General, or that of the First Assistant Postmaster-General, as the case may be, in reply to communications received from postmasters and the public upon subjects the consideration of which does not properly belong to other divisions. The questions submitted for consideration are of a manifold nature, generally involving a proper construction of the postal laws and regulations with reference to the duties of postmasters in the management of their offices, and the rights and privileges of individuals under the postal system. So important in character are many of the inquiries received, that any reply made thereto at variance with the law or the usages of the Department might lead to great embarrassment on the part of a postmaster or much inconvenience and even serious loss to an individual. In order, therefore, to a proper performance of the duties assigned to this division, a thorough knowledge of the statutes relating to postal subjects, the regulations framed in accordance therewith, the decisions of courts and the rulings of the Department, is essential, the acquirement of which is only had by diligent application and research.

Among the most intricate and important questions coming before this division is that of the right of certain individuals or business firms to receive mail matter arriving at post-offices claimed by other individuals or firms, and the duty of postmasters in such cases; the delivery of matter addressed to minors, pensioners, deceased persons, and others; violations of the franking privilege; the use of the U. S. penalty envelope; and many others of a like important nature.

To this division is also assigned the correspondence arising under the provisions of the act of Congress approved March 2, 1889, concerning "green goods" or alleged "counterfeit money," and under which the Postmaster-General may, "upon evidence satisfactory to him that any person is using any fictitious, false, or assumed name, title, or address, in conducting, promoting or carrying on, or assisting therein, by means of the Post-Office establishment of the United States, any business scheme or device in violation of the provisions of this act, instruct any postmaster at any post-office at which such letters, cards, or packets, addressed to such fictitious, false, or assumed name or address arrive to notify the party claiming or receiving such letters, cards, or packets, to appear at the post-office and be identified; and, if the party so notified fail to appear and be identified, or, if it shall satisfactorily appear that such letters, cards, or packets are addressed to a fictitious, false, or assumed name or address, such letters, postal cards, or packages shall be forwarded to the Dead Letter Office as fictitious matter."

So vigorously have the provisions of the act been carried out that the "green goods" dealers do not now undertake to receive replies to their circulars through the mails, but avail themselves entirely of the facilities offered by the telegraph companies to make appointments with their victims.

New York is the headquarters of the principal gangs of "green goods" swindlers, but thousands of circulars have been sent out under many different names requesting replies to be sent by telegraph to

Tilly Foster, N. Y.; Tilly Foster Mines, N. Y.; Gordons Ferry, Iowa; La Motte, Iowa; Weston, W. Va.; Barton, Ohio; Byrontown, Pa.; Darlington, Ala.; Buckhannon, W. Va.; Zaleski, Ohio, and other country points. The Department has no means of learning what becomes of the telegrams after reaching the telegraph office.

The Department has a list of 772 names and addresses adopted by dealers in "green goods," nearly or quite all of which are fictitious names.

Applications for leave of absence received from postmasters at Presidential post-offices are also considered, acted upon, and recorded in this division; press copies are made of letters on all subjects emanating therefrom; and, in every instance, the communications received and acted upon are folded in jackets which, after being properly indorsed, are filed in such order as to be readily found should reference thereto be necessary at any subsequent time.

The following is a summary of the work performed in this division during the last fiscal year:

Number of letters written to postmasters and to private individuals, involving decisions under postal laws and regulations	17, 663
Number of circulars sent out acknowledging the receipt of letters advertising green goods for sale.....	15, 185
Number of telegrams sent in reply to communications requiring the immediate action of the Department.....	28
Number of persons (fictitious names adopted), engaged in the green goods business, upon whom postmasters have been directed to call for identification before delivering letters so addressed (as provided for by the act approved March 2, 1889)	772

CONCLUDING REMARKS.

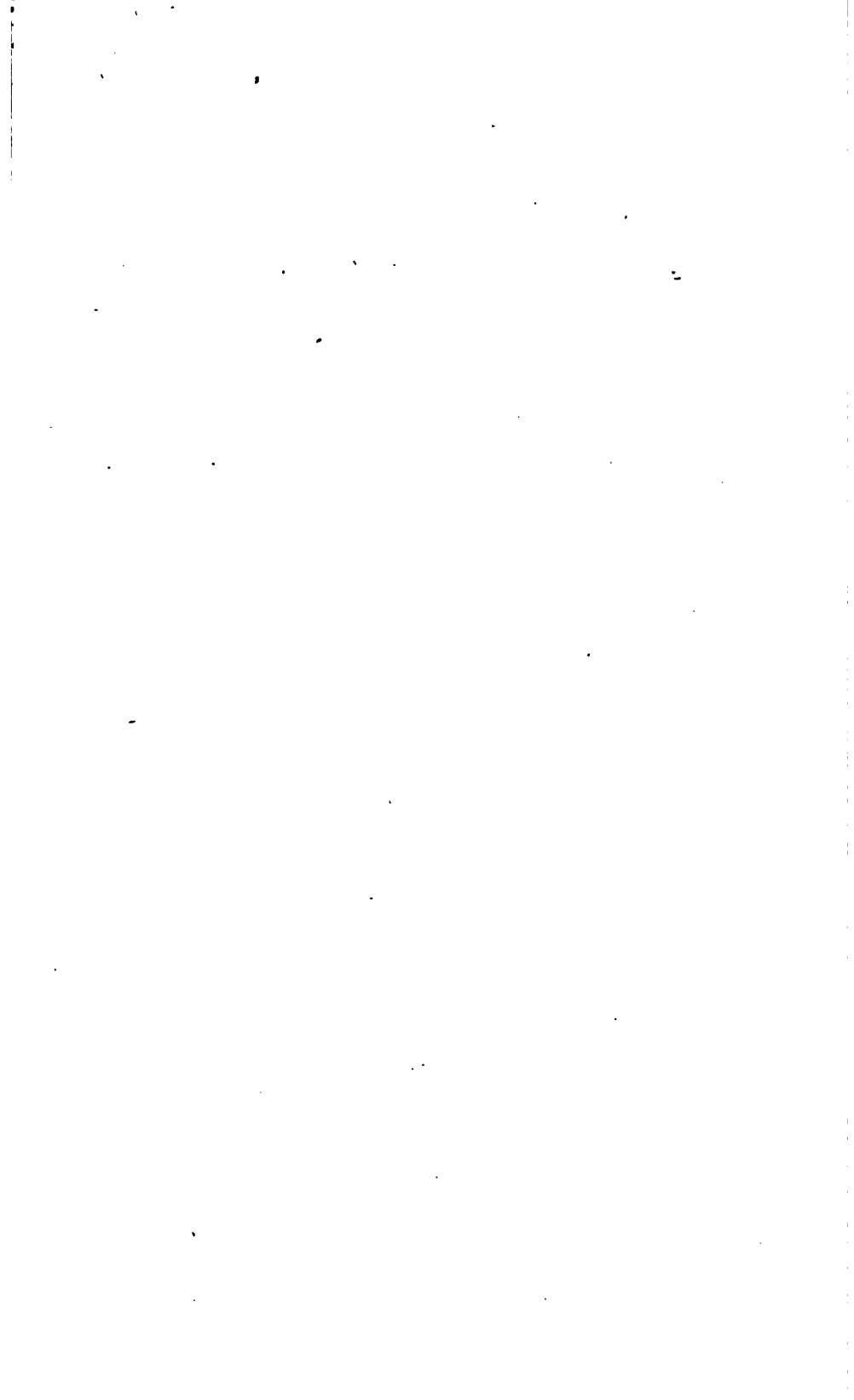
In conclusion, permit me to congratulate you upon the faithful and efficient manner in which the business of this office has been conducted in every detail under the able management and direction of its late chief, and to commend the superintendents, chief clerks, and chiefs of divisions, as well as the members of the clerical force, for the ability and zeal they have manifested in the performance of the important and responsible duties devolving upon them.

I also desire to add my testimony to the beneficial results accruing from the methods now employed in the Department proper, as well as in the general postal service, for the advancement of faithful and meritorious employes. Under this system of competitive records and tests merit alone is recognized. Its results are, therefore, wholesome to the service, in that they tend to remove all reliance upon personal or political favoritism, and, at the same time, inspire a laudable zeal on the part of those who seek advancement to acquire a thorough knowledge of the business upon which they are engaged, and to enlarge the measure of their usefulness and acceptability by zealous and constant attention to duty.

Very respectfully,

E. C. FOWLER,
Acting First Assistant Postmaster-General.

HON. JOHN WANAMAKER,
Postmaster-General.



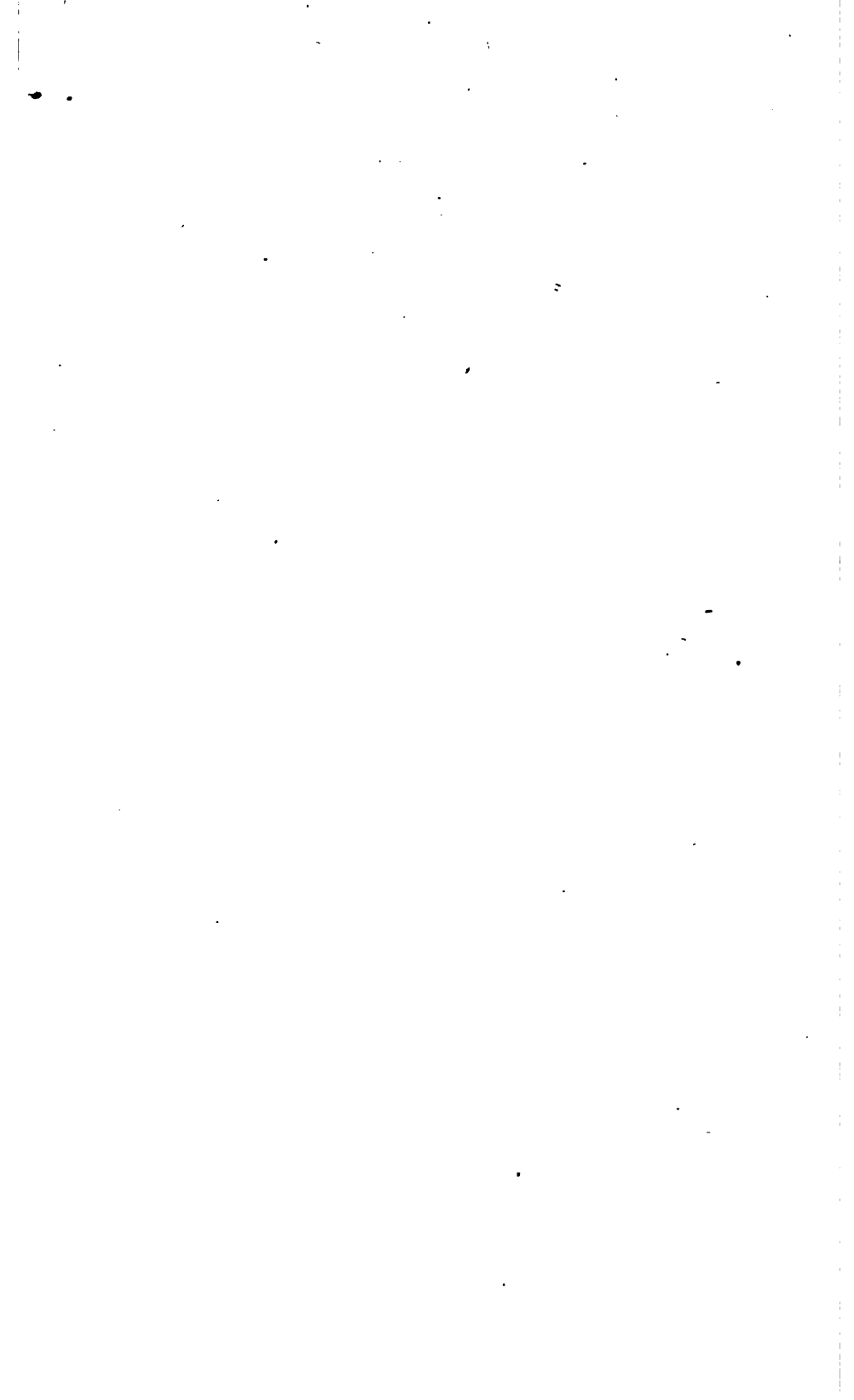
REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL

FOR

1892.



REPORT

OF THE

SECOND ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF SECOND ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 14, 1892.

SIR: I have the honor to submit the following report of the office of the Second Assistant Postmaster-General for the year ended June 30, 1892:

MAIL SERVICE IN GENERAL.

The annual rate of expenditure for mail transportation on June 30, 1892, was—

For 17,625 star routes, aggregating 243,722.68 miles in length.....	\$5,586,328.09
For 131 steamboat routes, aggregating 10,711.26 miles in length.....	437,039.64
For 2,415 railroad routes, aggregating 162,576.04 miles in length.....	24,196,329.71
For 200 railway post-office car routes, aggregating 33,500.92 miles in length.....	2,930,199.40
For 6,417 railway post-office clerks.....	6,480,684.00
For 7,122 mail-messenger routes, aggregating 5,611.89 miles in length..	1,152,270.11
For 2,549 special-office routes, aggregating 24,969.06 miles in length..	44,698.44
For mail equipments.....	311,208.70
For necessary and special facilities.....	196,614.16
Total inland mail service.....	41,335,372.25
Foreign mail service:	
Aggregate cost.....	\$980,291.95
Less for intermediary service to foreign countries....	174,145.99
	806,145.96
Total.....	42,141,518.21

Comparison with the report for June 30, 1891, shows:

Star service.—For the star service an increase of 1,215 routes, of 5,877.15 miles in the length of routes, and of \$196,061.69½ in the annual rate of expenditure. The number of miles traveled per annum was 104,761,343.50, at a cost of 5.33 cents per mile; the average number of trips per week was 4.13, an increase of 5,073,389.42, or 5.09 per cent in the number of miles traveled per annum, a decrease of 0.07 cent or 1.29 per cent in the rate of cost per mile, and an increase of 0.10 or 2.48 per cent in the average number of trips per week.

Regulation wagon service.—In regulation wagon service (included in the star service) there were 36 routes, aggregating 567.30 miles in length. The annual rate of expenditure was \$474,000.14; the number of miles traveled per annum 2,106,991.16; the rate of cost per mile

22.49 cents; the average number of trips per week 35.71. While the number of routes was the same as in the previous year, there was an increase in length of 48.37 miles, of \$21,432 in the annual rate of expenditure, and of 111,778.50 in the number of miles traveled per annum, a decrease of 0.19 cent or 0.83 per cent in the rate of cost per mile and of 1.25 or 3.38 per cent in the average number of trips per week.

Steamboat service.—For the steamboat service an increase of 7 in the number of routes and of 1,284.59 miles in the length of routes; a decrease of \$6,814.30 in the annual rate of expenditure and of 4,112.84 in the number of miles traveled per annum. The number of miles traveled per annum was 3,227,057.89, at a cost of 13.54 cents per mile; the average number of trips per week was 2.89, a decrease of 1.53 per cent in the annual rate of expenditure, of 0.13 per cent in the number of miles traveled per annum, of 1.38 per cent in the rate of cost per mile, and of 12.15 per cent in the average number of trips per week.

Mail-messenger service.—For mail-messenger service an increase of 204 in the number of routes; of 189.94 miles in length of routes; of \$68,477.86 in annual rate of expenditure. The number of miles traveled per annum was 11,105,261.55, at a cost of 10.37 cents per mile; the average number of trips per week was 19.02, an increase of 1,119,103.19 or 11.20 per cent in the number of miles traveled per annum, of 1.31 or 7.39 per cent in the number of trips per week, and a decrease of 0.48 cent or 4.42 per cent in the rate of cost per mile.

Railroad service.—For the railroad service an increase of 154 routes, of 3,058.04 miles in length of routes, and of \$1,797,461.05 in the annual rate of expenditure for transportation. The number of miles traveled per annum was 239,731,509.17, at a cost of 10.09 cents per mile for transportation; the average number of trips per week was 14.17, an increase of 11,011,609.05 or 4.81 per cent in the number of miles traveled per annum, of 0.30 cent or 3 per cent in the rate of cost per mile for transportation, and of 0.39 or 2.83 per cent in the average number of trips per week.

Railway post-office car service.—For the railway post-office car service an increase of two routes and of \$145,354.24 in annual rate of expenditure.

Railroad service (including railway post-office car service).—For the railroad service (including railway post-office car service) the annual rate of expenditure was \$27,126,529.11; the rate of cost per mile traveled was 11.31 cents—an increase of \$1,942,815.29 in the annual rate of expenditure and of 0.30 cent or 2.72 per cent in the rate of cost per mile.

Railway post-office clerks.—For railway post-office clerks an increase of 385 or 6.38 per cent in the number of clerks and of \$411,610 or 6.78 per cent in the annual rate of expenditure.

Special office service.—For the special office service an increase of 10 routes and a decrease of 1,846.05 miles or 6.88 per cent, in the length of routes, and of \$3,227.82 or 6.73 per cent, in the annual rate of expenditure. The number of miles traveled per annum (estimated on a basis of 1.64 average trips per week) was 4,262,522.90, at a cost of 1.4 cents per mile; the average number of trips per week, as estimated, was 1.64; a decrease on the estimate for 1891 of 378,739.22 or 8.16 per cent, in the number of miles traveled per annum; an increase of .01 cent or .97 per cent in the rate of cost per mile, and a decrease of .02 or 1.20 per cent, in the average number of trips per week.

Mail equipments.—For mail equipments, a decrease of \$19,809.79 in annual expenditure.

Necessary and special facilities on trunk lines.—For necessary and special facilities on trunk lines, the annual rate of expenditure was \$196,614.16, a decrease of \$98,807.62 on that of the previous year.

The sums actually disbursed appear in the Auditor's report.

The number of contracts drawn, in duplicate, during the year was 6,601, an increase of 306 over the preceding year.

The number of proposals received under the general and miscellaneous advertisements of the last fiscal year was 120,700.

RECAPITULATION.

Summary of all classes of inland mail service in operation June 30, 1892:

Number of routes, 29,842; length of routes, 447,590.93 miles; annual rate of expenditure, \$41,335,372.25; number of miles traveled per annum, 363,087,695.01; rate of cost per mile traveled, 11.38 cents; rate of cost per mile of length, \$92.35; average number of trips per week, 7.80; showing an increase of 1,590, or 5.62 per cent, in the number of routes; of 8,563.67, or 1.95 per cent, in the length of routes; of \$2,490,305.31, or 6.41 per cent, in the annual rate of expenditure; of 16,821,249.60, or 4.85 per cent, in the number of miles traveled per annum; of .17 cent, or 1.51 per cent, in the rate of cost per mile traveled; of \$3.88, or 4.38 per cent, in the rate of cost per mile of length, and of .22, or 2.90 per cent, in the average number of trips per week.

TABLE I.—Comparison of star and steamboat service for the year ended June 30, 1892, with the annual average of said service for the ten years next preceding.

	Star service.			Steamboat service.		
	Miles traveled per annum.	Annual rate of expenditure.	Cost per mile.	Miles traveled per annum.	Annual rate of expenditure.	Cost per mile.
Average for years 1882 to 1891, inclusive	<i>Miles.</i> 85,485,749.98	<i>Dollars.</i> 5,223,929.79	<i>Cents.</i> 6.11	<i>Miles.</i> 3,455,145.63	<i>Dollars.</i> 501,247.15	<i>Cents.</i> 14.50
For year ended June 30, 1892	104,761,343.50	5,586,328.09	5.33	3,227,057.89	437,039.64	13.54
Increase (per cent)	22.54	6.93				
Decrease (per cent)			12.76	6.60	12.80	6.62

TABLE II.—Statement showing the percentage of increase or decrease in the estimate of cost of inland mail service for each year from 1881 to 1894, inclusive, as compared with the amount appropriated for said service for the year next preceding in each case.

Year.	Appropriation.	Estimate.		Percentage of increase or decrease.	
	Amount.	Year.	Amount.	Increase.	Decrease.
1881	\$20,845,000.00	1881	\$24,125,000.00	15.73	.....
1882	23,326,000.00	1882	25,715,032.00	10.24	.....
1883	24,376,032.00	1883	25,738,000.00	5.59	.....
1884	28,067,000.00	1884	25,494,120.00	.....	2.20
1885	24,387,120.00	1885	27,441,505.60	12.52	.....
1886	28,401,000.00	1886	30,284,269.50	14.74	.....
1887	28,510,080.00	1887	30,863,735.64	6.50	.....
1888	30,100,432.00	1888	30,137,750.15	.12	.....
1889	30,137,750.15	1889	31,816,632.74	5.58	.....
1890	31,653,777.74	1890	34,878,942.02	10.18	.....
1891	34,612,213.28	1891	38,584,413.99	11.47	.....
1892	37,591,413.99	1892	39,771,462.41	5.70	.....
1893	39,859,780.61	1893	41,088,157.51	3.08	.....
1894	41,083,021.73	1894	43,309,000.00	5.42	.....

MAIL SERVICE IN DETAIL.

STAR SERVICE.

The annual rate of expenditure for this class of service on June 30, 1892, was \$5,586,328.09; the number of routes was 17,625; the aggregate length of routes, 243,722.68 miles; and the annual travel, 104,761,343.50 miles.

The rate of cost per mile was 5.33 cents.

The average number of trips per week, 4.13.

The appropriation for the last fiscal year was \$5,892,730.51.

The sum reported by the Auditor as expended (so far as shown by accounts stated to September 30, 1892) was \$5,504,957.39, leaving an apparent unexpended balance of \$387,773.12. Out of this amount, however, must be deducted all accounts chargeable to that appropriation for that year, which had not been stated by the Auditor, up to September 30, 1892.

The annual rate of expenditure on July 1, 1892, under contracts made during the last fiscal year for the performance of star service from July 1, 1892, to June 30, 1896, in the second contract section, embracing the States of North Carolina, South Carolina, Georgia, Florida, Alabama, Mississippi, Tennessee, and Kentucky, was \$910,091.98½, a decrease from the annual rate of expenditure for service in the same section on June 30, 1892, of \$64,176.83½; representing a saving of \$256,707.32½ for the ensuing contract term of four years from July 1, 1892.

The total number of star routes in operation July 1, 1892, was 18,280, an increase of 655 over the number in operation on June 30, 1892.

The total annual rate of expenditure was—

July 1, 1892.....	\$5,578,217.51½
August 31, 1892.....	5,634,852.90½
September 30, 1892.....	5,654,331.26½

The appropriation for the current fiscal year is \$5,845,000.

The amount estimated as necessary for the fiscal year ending June 30, 1894, is \$5,945,000, being \$100,000, or 1.71 per cent, more than the appropriation for the current fiscal year.

Pursuant to the recommendation made in my last annual report, Congress, at its last session, enacted a statute concerning the letting of mail contracts, of which the full text is as follows:

AN ACT to authorize the Postmaster-General to provide mail service, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That after providing by general advertisement for the transportation of the mails in any State or Territory as authorized by law, the Postmaster-General may secure any mail service that may become necessary before the next general advertisement for said State or Territory by posting notices, for a period of not less than ten days, in the post-offices at the termini of any route to be let, and upon a bulletin board in the Post-Office Department, inviting proposals, in such form and with such guaranty as may be prescribed by the Postmaster-General; for the performance of the proposed service. The contract for such service shall be made to run to the end of the contract term under the general advertisement; shall be made with the lowest bidder whose proposal is in due form; and who, under the law, is eligible as a bidder for such postal service. Temporary service rendered necessary by reason of the failure of any bidder or contractor to perform the service awarded him under this act may be employed by the Postmaster-General without advertisement, at a rate which he may deem reasonable, at the expense of any such failing bidder or contractor.

SEC. 2. That all acts or parts of acts inconsistent with the provisions of this act are hereby repealed.

Approved, July 26, 1892.

This is substantially the same as the bill suggested in my last report, the necessity for which was fully explained therein. The advantages of this statute, heretofore noted, are briefly these:

(1) It enables the Department, after a short advertisement, to establish a mail route at any time during the year instead of during seven months only.

(2) Such a route when established continues to the end of the general contract term without readvertising.

(3) It does away with the necessity for a miscellaneous advertisement, heretofore issued each year at a considerable expense.

(4) It dispenses with the work of handling and examining many thousands of proposals and of drawing and executing several thousand contracts under the miscellaneous advertisements.

(5) The posting of notices in the terminal post-offices of the proposed route tends to secure bids from persons residing on or contiguous to the route, who will personally attend to the service.

(6) By leaving the form of proposal and guaranty to be prescribed by the Postmaster-General, such security can be required as experience may show to be in the interest of the service.

This statute will not affect the general lettings of mail service, but will apply only to the supplementary lettings.

The result of the action taken under this statute thus far confirms the belief that it will advance the best interests of the service.

This office, having in mind the needs of the people in the rural districts and the fact that they are largely dependent upon the star routes for their postal supply, has sought to give them the best service possible under existing conditions, and to this end has been as liberal in the extension of star service as was consistent with a proper administration. This is evidenced by the increase in the number of routes during the last year of over twelve hundred and by the increase of over five millions in the number of miles traveled. Constant attention has been given to those varying business and social conditions of the country which demand the establishment of new lines for the supply of new settlements, and increases in the frequency of trips for the sections of older or more rapid growth.

STAR SERVICE METHODS.

I have seen no reason for changing the views expressed in my last annual report regarding the true policy of the Department in the improvement of the star service. I recognize the objectionable features of the present system, whereby most of the contracts are awarded to professionals who regularly traffic in this class of mail service, their interest being not so much in the character of the service to be performed as in the extent of profit to be derived from its subletting. At the same time I feel that a modification of the law authorizing subletting would result in the building up of a far more objectionable system, because it would involve the Government in large additional expenditures without any guaranty of marked improvement in the service itself. I am stronger than before of the opinion that the best way to acquire good star service is to rigidly enforce the already existing regulations.

The star service of to-day is better than it was a year ago, and it will continue to grow better as contractors-in-chief and their sureties are brought to realize that failure to fully comply with their obligations will result in the imposition of heavy penalties, and that after-appeals

for remissions or compromises will not be entertained. It is unjust to the people who are dependent on star routes for their mails to give consideration to the appeals of contractors whose delinquencies—in certainly 90 per cent of the cases—are attributable to their eagerness to accomplish the service solely with a view to the profit they can derive from it. The Department does not dictate the rates, but having once accepted the bidder's proposition, there should be little occasion for modifying the stipulations of the award.

REGULATION WAGON SERVICE.

This service is performed in cities in wagons of uniform character prescribed by the Department. It is included in the estimate for star service and is paid for out of the appropriation for that service.

The following statement shows the cities in which regulation wagon service was in operation on June 30, 1892, with the annual rates of expenditure in each city:

Annual rate of expenditure for regulation wagon, mail-messenger, mail-station, and transfer service in operation on June 30, 1892.

Name of city.	Annual rate.	Name of city.	Annual rate.
Boston, Mass.....	\$39,973.00	Nashville, Tenn.....	\$2,875.00
Providence, R. I.....	3,250.00	Memphis, Tenn.....	3,700.00
New York, N. Y.....	182,500.00	Louisville, Ky.....	5,793.00
Brooklyn, N. Y.....	16,628.00	Cincinnati, Ohio.....	17,880.00
Buffalo, N. Y.....	4,487.00	Cleveland, Ohio.....	6,789.00
Philadelphia, Pa.....	29,994.94	Toledo, Ohio.....	4,797.00
Pittsburg, Pa.....	10,000.00	Columbus, Ohio.....	1,600.00
Baltimore, Md.....	10,875.20	Chicago, Ill.....	48,500.00
Washington, D. C.....	11,973.00	Detroit, Mich.....	4,872.00
Richmond, Va.....	3,300.00	Milwaukee, Wis.....	6,372.00
Wilmington, N. C.....	840.00	St. Paul, Minn.....	3,760.00
Charleston, S. C.....	2,400.00	Minneapolis, Minn.....	4,390.00
Savannah, Ga.....	2,487.00	Burlington, Iowa.....	1,194.00
Atlanta, Ga.....	1,737.00	St. Louis, Mo.....	14,642.00
Macon, Ga.....	1,040.00	Kansas City, Mo.....	5,380.00
Jacksonville, Fla.....	1,385.00	Omaha, Nebr.....	3,970.00
New Orleans, La.....	4,943.00	San Francisco, Cal.....	7,700.00
Chattanooga, Tenn.....	1,393.00		
Knoxville, Tenn.....	800.00	Total for 36 cities.....	474,000.14

The annual rate of expenditure on July 1, 1892, was \$477,087.14, an increase of \$3,087 over the annual rate of expenditure on June 30, 1892.

Continuing the policy noted in my last report, frequent personal inspections of regulation wagon service have been made during the past year, as it is believed that only by such inspections can the full standard of equipment be secured. The contracts for the service in the ten cities first named in the above list will expire next June, and the advertisement now pending contemplates new contracts for a term of four years, beginning July 1, 1893. Much care has been given to the preparation of this advertisement, in order to anticipate, in some measure, the probable additional service. The amount of service in most of these cities has considerably increased since the letting of four years ago, so that it is reasonable to expect that the cost will be somewhat larger under the new contracts; but in view of the extension of screen-wagon service, herein explained, it is not anticipated that there will be a demand for the establishment of regulation wagon service in many other cities in the near future.

I desire to renew my judgment of a year ago regarding the manner of advertising for this class of service. It is the duty of the Depart-

ment to make its advertisements as full as it is possible to do and to as well call the attention of bidders to the probable additional service, and, having done so, it must be left to the bidder's judgment to determine on the rate, the acceptance of which by the Government should be followed by the rigid enforcement of the stipulations contained in the advertisement. I believe the modification of the present blanket method of awarding regulation wagon service would prove both an embarrassment and an abuse that would, without improvement, add greatly to its cost.

SPECIAL OFFICE SERVICE.

The amount expended for this class of service during the year ended June 30, 1891, was \$47,926.26; during the year ended June 30, 1892, \$44,698.44.

The number of special offices on June 30, 1892, was 2,549; the aggregate length of routes 24,969.06 miles, and the annual travel (estimated on a basis of 1.64 average trips per week) was 4,262,522.90 miles.

The rate of cost per mile (based on the above estimate) was 1.04 cents.

The compensation for this class of service is limited by law (Rev. Stat., sec. 3971) to an amount not exceeding two-thirds of the salaries paid to the postmasters at the several offices supplied.

The expenditures for this service are chargeable to and included in the estimate for star service.

Special service is that which is usually provided for the supply of new post-offices which are not directly upon or near existing contract routes. It is not in the nature of a permanent supply, but is continued only until the new post-office shows an amount of postal business, or a number of people supplied, that will warrant the establishment of regular contract service.

MAIL-MESSENGER SERVICE.

The annual rate of expenditure for this class of service on June 30, 1892, was \$1,152,270.11; the number of routes, 7,122; the aggregate length of routes, 5,611.89 miles; the annual travel, 11,105,261.55 miles; the rate of cost per mile traveled, 10.37 cents, and the average number of trips per week, 19.02.

The appropriation for the last fiscal year was \$1,200,000; the sum expended, \$1,129,836.86, leaving an unexpended balance of \$70,163.64.

The annual rate of expenditure was—

July 1, 1892.....	\$1, 157, 836. 26
August 31, 1892.....	1, 177, 365. 69
September 30, 1892.....	1, 180, 679. 75

The appropriation for the current fiscal year is \$1,200,000.

The amount estimated as necessary for the fiscal year ending June 30, 1894, is \$1,275,000, or 6.25 per cent more than the appropriation for the current fiscal year.

Screen wagon service is a feature of mail-messenger service.

The following is a list of the places in which it is now in operation :

No. of route.	Name of city.	Cost per annum.	No. of route.	Name of city.	Cost per annum.
201109	Auburn, Me.	\$396	233190	Richmond, Ind.	\$660
201041	Lewiston, Me.	800	233070	Fort Wayne, Ind.	1,000
202086	Concord, N. H.	850	235028	Bloomington, Ill.	2,400
203062	Rutland, Vt.	500	235074	Decatur, Ill.	470
204048	Fall River, Mass.	960	237084	Grand Rapids, Mich.	1,200
204084	Lowell, Mass.	1,493	237104	Kalamazoo, Mich.	489
204182	Worcester, Mass.	2,100	241088	St. Cloud, Minn.	339
206009	Bridgeport, Conn.	1,700	241113	Winona, Minn.	1,398
206061	New Haven, Conn.	1,540	243054	Council Bluffs, Iowa.	2,690
207206	Long Island City, N. Y.	1,516	243068	Des Moines, Iowa.	475
207465	Rochester, N. Y.	1,500	243071	Dubuque, Iowa.	1,750
210006	Allegheny, Pa.	2,650	245101	Springfield, Mo.	1,100
210172	Harrisburg, Pa.	1,498	245095	St. Joseph, Mo.	2,500
212016	Wilmington, Del.	1,325	247018	Little Rock, Ark.	1,599
214031	Fredericksburg, Va.	478	250030	Fort Worth, Tex.	740
218018	Greensboro, N. C.	850	250063	San Antonio, Tex.	869
218038	Raleigh, N. C.	875	250068	Sherman, Tex.	489
220015	Greenville, S. C.	500	255042	Emporia, Kans.	949
221021	Augusta, Ga.	780	255048	Fort Scott, Kans.	997
229032	Lexington, Ky.	1,190	255079	Leavenworth, Kans.	1,424
231002	Akron, Ohio.	967	255148	Kansas City, Kans.	1,480
231090	Dayton, Ohio.	1,400	269026	Salt Lake City, Utah.	1,900
231241	Mount Vernon, Ohio.	440	271043	Seattle, Wash.	2,900
231205	Mansfield, Ohio.	1,695	273003	Portland, Oregon.	5,400
231343	Sandusky, Ohio.	1,700	276025	Los Angeles, Cal.	5,124
231364	Springfield, Ohio.	2,000	276032	Oakland, Cal.	1,840
231429	Zanesville, Ohio.	524			
233067	Evansville, Ind.	1,700			
233109	Lafayette, Ind.	1,399			
				Total for 55 cities	78,008

Screen wagon service differs from the ordinary mail-messenger service only in the respect that the messenger is required to carry the mails in suitable wagons, protected on the sides, front, and rear by high wire screens. It is in operation in some of the larger towns, where some additional protection to the mails is desired, but where the heavier and more expensive regulation wagons are not thought to be necessary. Screen wagons have been placed in sixteen additional towns during the past year.

Screen wagon service, like other mail-messenger service, has been let to the lowest bidder for an indefinite period of service, the messenger having the right to terminate the arrangement at any time by giving thirty days' notice. In some places the service had grown to such size and importance that it seemed desirable to have the service let for a definite term and to require additional guaranty by the bidders that the service would be properly performed. Accordingly, in February last an advertisement was issued inviting proposals for screen wagon service in a number of cities for a fixed term, the forms of advertisement, proposals, bonds, and contracts being similar to those used for regulation wagon service. Under that advertisement thirteen contracts were made at a considerable reduction in cost, and there is now pending an advertisement inviting proposals for such service in twenty-one additional cities.

By thus extending and perfecting the screen wagon service it is thought that there will be little occasion for the establishment of regulation wagon service in cities where it does not now exist, at least for some years to come.

STEAMBOAT SERVICE.

The annual rate of expenditure for this class of service on June 30, 1892, was \$437,039.64.

The number of routes was 131, the aggregate length of routes 711.26 miles, and the annual travel 3,227,057.89 miles.

The rate of cost per mile was 13.54 cents.

The average number of trips per week 2.89.

The appropriation for the last fiscal year was \$525,000; the sum expended, as per auditor's report, \$430,188.40, leaving an unexpended balance of \$94,811.60.

The annual rate of expenditure on July 1, 1892, under contracts made during the last fiscal year for the performance of steamboat service from July 1, 1892, to June 30, 1896, in the second contract section, was \$132,953.51, a decrease from the annual rate of expenditure for the same section on June 30, 1892, of \$1,537.95, representing a saving of \$6,151.80 for the ensuing contract term of four years from July 1, 1892.

The total number of steamboat routes in operation on July 1, 1892, was 137.

The total annual rate of expenditure was—

July 1, 1892.....	\$440,889.19
August 31, 1892.....	443,717.91
September 30, 1892.....	438,923.08

The appropriation for the current fiscal year is \$465,000.

The amount estimated as necessary for the fiscal year ending June 30, 1894, is \$450,000, being \$15,000, or 3.23 per cent less than the amount appropriated for the current fiscal year.

RAILWAYS SUPPLANTING STEAMBOAT SERVICE.

Considerable pressure has from time to time been brought to bear upon the Department to continue in operation steamboat mail service after it has ceased to accomplish the advancement of the mails, because of the commercial advantages arising therefrom. There is no disputing the fact that inland steamboat routes are declining in their importance for mail purposes. The extension of railways, supplemented by short star route connections, is enabling us to accomplish far better results than by adhering to the water routes, and the Department has taken the ground that its authority does not extend beyond the promotion and advancement of the mails; therefore it must decline to establish new or continue old steamboat mail service solely because doing so will advantage, commercially, the sections of country through which it operates.

RAILROAD SERVICE.

The annual rate of expenditure for railroad transportation on all routes on which pay was adjusted on June 30, 1892, was \$24,196,329.71.

The number of routes was 2,415, the aggregate length of routes 162,576.04 miles, and the annual travel 239,731,509.17 miles.

The rate of cost per mile traveled was 10.09 cents, and the average number of trips per week 14.17.

The length of routes on which pay was unadjusted on June 30, 1892, was 806.79 miles.

The decrease in the number of miles on which pay was unadjusted as compared with June 30, 1891, was 281.85.

The appropriation for the last fiscal year was \$22,550,128.31. The sum reported by the Auditor as expended (so far as shown by accounts stated to September 30) was \$22,362,996.66.

It is estimated that the payment for service during the fiscal year ended June 30, 1892, on routes on which the pay was unadjusted on June 30, 1892, will amount to \$64,543.20.

The annual rate of expenditure for railroad transportation, on which

the pay was adjusted, in the second contract section and in the States of Ohio, Indiana, and Michigan, on June 30, 1892, was \$6,534,663.79.

The result of the regular quadrennial readjustment of pay for service in said section and States, by orders to September 30, 1892, was an increase of \$1,312,897.94, or 20.09 per cent, making the annual rate of expenditure in said section and States, on September 30, 1892, \$7,847,561.71.

The total number of railroad routes in operation on July 1, 1892, was 2,421.

The total annual rate of expenditure for railroad transportation was—

July 1, 1892.....	\$25, 534, 223. 78
August 31, 1892.....	25, 536, 680. 13
September 30, 1892.....	25, 562, 382. 98

The appropriation for the current fiscal year is \$23,633,657.51.

The amount estimated as necessary for the fiscal year ending June 30, 1894, is \$25,500,000, being \$1,866,342.49, or 7.89 per cent, more than the appropriation for the current fiscal year.

The increase in the appropriation for railroad transportation for the next year is attributable partly to the fact that it includes services over certain railroads not heretofore estimated for, under instructions of the Treasury Department, which are now rescinded; furthermore, the appropriation for the current year is \$350,000 less than our estimate of its cost submitted in December, 1891.

RELATIONS TO RAILROADS.

It is not improper for me, at this point, to give renewed expression to the hearty manner in which the railway mail carriers of the country have coöperated with the Department in its efforts to promote the mail service. Without, I believe, a single exception, the great trunk lines of the country have expressed their readiness to establish schedules that shall, primarily, have in view the rendering of the mail service more and more complete. Repeatedly, as can be instanced in the gold movement, in August last, from San Francisco to New York, we have had occasion to put to the test the kindly expressions that have come to us from the railway managers; and there has been no hesitation in promptly complying with our requests, and not in a single instance has there been question raised regarding special or extra compensation. It is my judgment that the principal railway mail carriers now recognize the liberality of the existing basis of compensation; and they unhesitatingly say that so long as the Government continues the existing basis they will expect to contribute more and more to the necessities of the mail service in the way of train service, speed, frequency, space, etc.

It is fitting that I here make mention of the railroads that contributed to the special train which carried from San Francisco to New York the \$20,000,000 of gold coin in August, 1892. Throughout the entire distance it was an exclusive mail train, passing over the—

	Miles.
Southern Pacific Company, San Francisco, Cal., to Ogden, Utah	834
Union Pacific Railroad, Ogden, Utah, to Union Pacific Junction	1, 035
Chicago, Burlington and Quincy Railroad, Union Pacific Junction to Chicago, Ill.	500
Lake Shore and Michigan Southern Railway, Chicago, Ill., to Buffalo, N. Y. .	540
New York Central and Hudson River Railroad, Buffalo, N. Y., to Grand Central Depot, New York, N. Y.	440

The transfer from the Grand Central Depot, New York, to the United States subtreasury at Wall and Nassau streets was in charge of W. H. Woolverton, regulation wagon contractor at New York. The trip, including the delivery into the subtreasury vaults, was accomplished inside of 112 hours.

It seems worth while to here insert a copy of your letter to the chairman of the Committee on the Post-Office and Post-Roads, House of Representatives, bearing upon the railroad transportation, under date of March 29, 1892.

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., March 20, 1892.

SIR: I beg to submit the following in reply to yours of the 25th ultimo, asking for information concerning compensation to railroads for carrying the mails and the extent and character of the service they are now willing to perform as compared with that rendered in the past.

The act of March 3, 1873, provides that the pay per mile per annum to railroads shall not exceed the following:

On routes carrying their whole length an average weight per day of 200 pounds, \$50; 500 pounds, \$75; 1,000 pounds, \$100; 1,500 pounds, \$125; 2,000 pounds, \$150; 3,500 pounds, \$175; 5,000 pounds, \$200; for every additional 2,000 pounds, \$25.

The act of July 12, 1876, directed a reduction of 10 per cent from the rates of 1873, and the act of June 17, 1878, a further reduction of 5 per cent.

The maximum rates allowable at this time are, therefore, as follows:

On routes carrying their whole length an average weight per day of 200 pounds, \$42.75; 500 pounds, \$64.12; 1,000 pounds, \$85.50; 1,500 pounds, \$106.87; 2,000 pounds, \$128.25; 3,500 pounds, \$149.62; 5,000 pounds, \$171; for every additional 2,000 pounds, \$21.37.

In reply to your inquiry respecting the advisability of Congressional action which shall arbitrarily direct a further reduction in the rates, it is proper to inform you that the basis upon which the railroads are now being compensated was not of their own creation; and until within a very few years it has, I believe, been claimed by all the principal corporations throughout the country that this basis has not fairly represented all the service that was rendered.

Following closely my taking charge of the Post-Office Department, the arbitrary discontinuance of the most important then existing mail-train schedule (the Trans-continental) caused me to realize the necessity of establishing close relations with the carrying companies, and I immediately commenced inquiries concerning the relations of the postal service to the railroads and the extent of authority that could be exercised by me in determining schedules, and, most of all, their permanency. In the same connection thorough inquiry has been made respecting the extent of the service rendered by railroads and the character of the facilities placed at the Department's disposal now, as compared with ten or more years ago. It is a fact that, other than through a willingness to coöperate on the part of the railroads, the Post-Office Department possesses no authority in determining train schedules. The provisions of the statutes fixing the compensation, it is true, specify that the mails shall be conveyed with due frequency and speed, and that a sufficient and suitable room, fixtures, and furniture in a car or apartment, properly lighted and warmed, shall be provided for route agents to accompany and distribute the mails. The right is also exercised to carry mails on any trains which may run over the roads.

It never seems to have been contemplated that the occasion would arise when the Department would want to fix its own railroad schedules, the natural expectation being that the mails would adapt themselves to ordinary schedules rather than that, to some extent, ordinary schedules should become secondary to the needs of the mail service. It quickly, however, became plain that the due frequency, the speed, and the extent of train service that prevailed from 1878 till 1880 were greatly below the needs of the country ten years later, and I became impressed with the belief that it was never contemplated, even by those who were most enthusiastic in their advocacy of the expansion of the railway mail system, that its extent would, in a few years, reach the proportions that have prevailed since 1889. The enormous development of mail distribution in railway post-offices, which, as the name implies, are fully equipped traveling post-offices, taking on and putting out mail matter every few miles, both night and day, has been the product of hearty coöperation between the Post-Office Department and the principal railways of the country, and it is only just that in considering the advisability of reducing the rates due weight be given by Congress to the important fact that the extent and character of the service and the facilities required now are many times greater than they were at the time the present rates were fixed; and it is believed the calls the Department makes upon the rail-

roads now are in excess of anything it was expected the service would need. In 1873 there did not exist a single railroad-train schedule that the railroads felt obligated to maintain or modify primarily for the advancement of the mails.

The Post-Office Department, every one understood, was expected to make the best use it could of schedules created from the standpoint of the requirements of passenger and other traffic, and as these fluctuated so the mail service was expected to change. Permanency was only acquired by extra allowances in one form or another. To-day the conditions are altogether different, and there exists over practically the entire arterial railway post-office system of the country train schedules that have been fixed, primarily to promote the mail service; and these, except the Post-Office Department concur, will not be changed. Furthermore, it has become part of the system of coöperation that whenever improvements are made in equipment or in schedules intended mainly for passenger traffic, similar improvements shall become applicable to equipment and schedules that have been provided for the mail service. Fifteen years ago the largest share of the mail service of the country by railroads was by means of closed or direct pouchings, and when railway post-offices were run it was exceptional to have them oftener than once daily in each direction. There was a time when the position was taken by many railroads and partially conceded by the Department that notwithstanding they were obligated to carry the mails upon all trains, the obligation did not extend to the providing of an unlimited extent of apartment space or more frequently than six times a week; but this claim has been virtually abandoned, there being but a few instances in which the railroads are not now willing to grant such a degree of post-office space as the Department decides is necessary.

To-day the railway post-office system is general, and instead of once daily, many of the lines are double daily; and it is only for lack of appropriation that we are prevented from applying double-daily railway post-office service to practically all the railroad lines on which the railway post-office operates. In connection with large cities the railway post-office, on some lines, runs as frequently as three, four, and five times daily. Each service of this kind is attended with considerable direct expenditure by the railroad. Every railway mail service requires at least an apartment of a car, for which there is no special compensation; and as the frequency of this service is not necessarily occasioned by an immediate marked growth in the weight of the mails, the railroads are deserving of a good measure of praise for the promptness with which they incur the increased cost—sometimes imposed upon them by the Department in its eagerness to render the mail service more and more complete. The Department, in its efforts to render the mail service more perfect, frequently proceeds on its own lines, not deeming it essential to give special consideration to the outlays to be incurred by the railroads.

The development of the mail service by means of the railway post-office system is peculiar to this country. Similar service, it is true, exists in Great Britain and on the continent of Europe, but, as compared with this service in the United States, it is confined within narrow limits. The conditions here are different from other countries. The frequency, regularity, and rapidity of the railway mail service in the United States excel that of other countries. We ask more, because we require more from the railroads here in the accomplishment of the needs of a growing country than they do abroad. It is not enough with us that there be frequent daily exchanges between large cities, the aim of the railway post-office system being to place the local service as nearly as possible upon a plane with that between route termini.

IN THE UNITED STATES.

In 1876 the length of railroad routes was (miles)	72, 348
In 1876 the number of miles of actual service performed was	77, 741, 172
In 1881 the length of railroad routes was (miles)	91, 500
In 1881 the number of miles of service performed was	103, 521, 229
In 1891 the length of railroad routes was (miles)	159, 835
In 1891 the number of miles of service performed was	228, 719, 900

In 1881 the increase was 33 per cent over 1876; 1891 increased 194 per cent over 1876.

Consideration should also be given to the fact that, until recently, the control of particular schedules was brought about only by means of concessions and allowances in one or another form, justified as the Department believed, because they could not be acquired in any other way, and furthermore because it was claimed that the basis of compensation was not sufficient to warrant the railroads in rendering independent and oftentimes exclusive service without such concessions. These methods no longer exist, nor is there likelihood of our having to return to them. From 1876 to 1889, except by extra payments in one form or another, the Department did not control a single railroad schedule. Since 1889 it has, without special payments of any kind, acquired absolutely the control of schedules extending all the way from

the Atlantic to the Pacific, and from the Great Lakes to the Gulf of Mexico; and each year the extent of our voice, if not the full control of railroad schedules for mail purposes, grows stronger.

Special facility allowances and reweighings, within quadrennial periods, are not essential to a complete mail service, and ought not to be again encouraged; nor will there, in my judgment, hereafter, be an unwillingness on the part of railroads to contribute train service primarily from the standpoint of the needs of the Post-Office Department.

At this point it has been thought well to bring to your attention that portion of the last Annual Report of the Second Assistant Postmaster-General, entitled—

RELATIONS TO RAILROADS.

"It is in place for me to make record here of the cordial manner in which so many of the railroads of the country have met the requests of the Department for improved schedules providing for the advancement of the mails. To acquire a complete mail service the cooperation of the railroads is very essential; and while train schedules in the past have been adjusted mainly from the standpoint of the wants of passengers, there is a growing willingness on the part of progressive railroad managers to give due weight to the needs of the postal service, and to this end the Department, through the Railway Mail Service, is brought into direct conference with the railroads whenever new or changed train schedules are being considered.

"This change in feeling has been occasioned largely by the fact that the railroads now recognize that the compensation for mail carried and for full car space is very generous, and they are therefore willing to favorably entertain suggestions, not only for changes but for additional schedules, primarily from the basis of the needs of the postal service. This course, especially upon some of the leading trunk lines, such as the Pennsylvania, the New York Central, and the Baltimore and Ohio, and their allied interests, has been attended with greatly increased train mileage, and therefore with additional cost to the railroads performing the transportation; to offset which, however, they have the knowledge that the mail service grows steadily, consequently the increased expense they incur by furnishing exclusive train service is warranted because of the reasonable assurance they have that the growth of the mails upon the lines furnishing exceptionally good service will be more and more rapid, and their compensation, owing to the increase in the quantity and weight of the mail matter carried, will be correspondingly enlarged."

OUTSIDE TRANSPORTATION.

In response to your request for suggestions, I have deemed it worth while to bring to your attention the extent to which the mail service is being used by every department of the Government for the transportation of property, of one form or another, that, without disadvantage, could be carried in some other way, thereby saving a very considerable outlay to the Government through the Post-Office Department. The extent of this outside service becomes greater and greater, and it is a coincidence particularly burdensome to the Post-Office expenditures that the transportation of hundreds of sacks containing hundreds of tons of documentary matter is generally greatest during the periods fixed upon for conducting the quadrennial readjustments of compensation to railroads. The officers of the Post-Office Department are rarely conferred with concerning the time that is best suited for the transportation of public documents, many of which go from here in bulk sacks and are afterwards carried once more as separate mail. The Post-Office Department, so far as it has authority, enforces economies in the transportation of its own supplies by using freight lines. Other Departments make a study of the extent to which they can utilize the mail service, because in doing so they effect a saving to their own particular appropriations, notwithstanding it occasions an enormous increase in the cost to the Post-Office Department.

It would seem to be a very fitting subject for the consideration of your committee and Congress: Why ought not the Post-Office Department be given authority to exercise surveillance over all other than legitimate first-class matter that is proffered for carriage by mails, no matter by whom it may be tendered? I am dealing with no uncertainty in saying that whenever this is done, there will be a decline, rather than an increase, in the cost for transportation of legitimate mail matter by railroads, even should there be no decrease in the existing method of compensating the carriers; and the reductions in this one item would instantly be communicated to other items of cost involved in mail transportation. This subject is not a new one. In my Annual Report for the year 1890, the census year, I make this statement:

"The most formidable item for consideration is the \$3,000,000 of postal work performed annually without pay for the Executive Departments. If each of the Departments had paid its postage, the revenues of this Department would have been \$3,000,000 more annually than it is now."

"At present a part of the letter postage is applied to forwarding military supplies to the Army; trees and shrubs to agricultural stations, and huge boxes of census blanks to the farthest end of the country."

The Second Assistant Postmaster-General, in his Report for 1891, calls attention, as follows, to the same subject under the head of—

TRANSPORTATION OF SUPPLIES.

"From time to time attention has been invited by this bureau to the expense which attends forwarding the supplies of the Department as mail matter, also a vast amount of documentary and other Governmental matter for other Departments, a large share of which does not require greater expedition in transportation than ordinary first-class merchandise. Every year the cost of mail transportation is being added to because of the continuance of this practice, and if it were possible to assign to this bureau, which is devoted almost entirely to transportation, the authority to determine the means of carriage for other than strictly high-class Governmental mail matter, it would result in a considerable saving in the charges that are now being paid for the carriage of practically coarse freights upon high-speed passenger trains.

"In providing for transportation it would of course be obligatory upon the Department to arrange for safety and prompt delivery of the property of the Government, which could readily be done. It appears like a useless expenditure of money to continue paying the same rates for the carriage of ordinary freight as the law permits the Department to pay for carrying first-class mail matter, and the annoying feature of the method is that the bureau in charge of disbursements for transportation, and which is open to criticism whenever the expenditures are excessive, is powerless to determine the means of conveyance to its destination of property that could readily be provided for at reduced rates.

"If it is deemed best that the cost of freight transportation be still paid out of the appropriation for the transportation of the mails, it could readily be arranged; but the Post-Office Department ought to be authorized to direct the shipment as ordinary freight of such matter as it shall be determined would not be inconvenienced by the additional time that would be necessary in getting it to its destination."

Yours, respectfully,

JOHN WANAMAKER,
Postmaster-General.

HON. JOHN S. HENDERSON,
Chairman Committee on the Post-Office and Post-Roads,
House of Representatives, Washington, D. C.

Your letter very fully expresses the judgment of this Bureau; and if Congress can be induced to enforce a saving in the cost of mail transportation by the methods your paper suggests, it will guard against the risks that are sure to result from a horizontal reduction from the present basis.

I repeat here that which has grown upon me more and more throughout the four years of my close relationship to the mail service, which is that the Government does not do itself justice, and at the same time it permits the legitimate mail service to be hampered, by allowing the railway mail routes to be made the dumping-ground for property that ought not to be transported as mail matter. The post-office and its mail routes are being made a convenience of by every branch of the Government wishing to save direct outlay from regular appropriations, notwithstanding that the Post-Office Department, through its regular weighings, is burdened with the payments to its mail carriers for the weight of the same. Transportation of legitimate mails and supplies or documents should be provided for separately, and some one official should be authorized to direct the same. A merchant who prefers to pay express rates on property that could as readily be carried as ordinary freight, at one-fourth the rate of charge, would simply be throwing his profit away. In like manner, why should the Government persist in sending tons of public documents and other property in single-lot shipments by fast mail, and after reaching destination have it held in sacks for months unopened, rather than send it by express or ordinary freight at a much less cost?

Increase in length of railroads over which the mails were carried during each of the years from 1883 to 1892, inclusive; also showing the number of miles of railroad service on which the pay was not adjusted on June 30 of each of said years.

Year.	Increase in length of routes.	Unadjusted service June 30.	Year.	Increase in length of routes.	Unadjusted service June 30.
	<i>Miles.</i>	<i>Miles.</i>		<i>Miles.</i>	<i>Miles.</i>
1883	9,645	7,234	1888	12,764.51	6,723.21
1884	6,952	9,026	1889	6,068.21	3,358.97
1885	3,872	2,945	1890	4,397.82	2,515.97
1886	2,901	1,593	1891	4,738.05	1,088.64
1887	7,015.81	4,195.59	1892	3,958.04	806.79

Statement showing in what States the largest part of the increase in length of routes of railroad service during the year ended June 30, 1892, took place, with an estimate of the increase in the annual rate of expenditure for transportation for said service.

States.	Increase in number of routes.	Increase in length of routes.	Estimated increase in annual rate of expenditure for this new service.
		<i>Miles.</i>	<i>Dollars.</i>
Georgia	4	330.69	20,455.20
Minnesota	3	290.65	23,252.00
Pennsylvania	17	224.07	17,925.60
Colorado	6	217.72	17,417.60
Washington	5	198.77	15,901.60
Tennessee	5	164.02	13,121.60
West Virginia	3	149.52	11,961.60
Texas	4	134.69	10,775.20
Nebraska	2	135.26	10,820.80
Wisconsin	5	110.44	8,835.20
Louisiana	3	108.06	8,644.80

Length of railroad routes, annual rate of expenditure for transportation, and average annual rate of cost per mile of length for transportation for each of the years from 1880 to 1892, inclusive.

Year.	Length of routes.	Annual rate of expenditure for transportation.	Average annual rate of cost per mile of length.	Year.	Length of routes.	Annual rate of expenditure for transportation.	Average annual rate of cost per mile of length.
	<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
1880	85,320	9,237,945	108.27	1887	130,948.00	16,174,691.00	121.52
1881	91,569	10,249,261	111.42	1888	143,713.00	17,528,600.00	121.96
1882	100,563	11,297,333	112.34	1889	150,381.00	19,441,096.00	129.27
1883	110,208	12,288,799	111.50	1890	151,779.00	20,869,232.00	134.83
1884	117,160	13,273,606	113.29	1891	159,518.00	22,098,868.00	140.41
1885	121,032	14,758,485	121.95	1892	162,576.04	24,196,329.71	148.83
1886	123,933	15,520,191	125.23				

THE RAILWAY MAIL SERVICE.

RAILWAY POST-OFFICE CARS.

The annual rate of expenditure for full railway post-office cars in service on June 30, 1892, was \$2,930,199.40.

The number of routes on which railway post-office cars were used was 200; the length of routes 33,500.92 miles.

The appropriation for the last fiscal year was \$2,731,000; the sum expended, as shown by the Auditor's report, was \$2,595,002.76.

The annual rate of expenditure for railway post-office cars in the second contract section and the States of Ohio, Indiana, and Michigan on June 30, 1892, was \$1,026,462.85.

The result of the regular quadrennial readjustment of the pay for that service in the said section and States, by orders to September 30, 1892, was a decrease of \$736.75, making the annual rate of expenditure on that date \$1,025,726.10.

The total annual rate of expenditure was—

July 1, 1892.....	\$2,917,776.65
August 31, 1892.....	2,917,776.65
September 30, 1892.....	2,924,147.15

The appropriation for the current fiscal year is \$2,809,750.

The amount estimated as necessary for the fiscal year ending June 30, 1894, is \$2,941,000, being \$131,250, or 4.67 per cent, more than the appropriation for the current fiscal year.

Annual rate of expenditure for railway post-office cars, with increase or decrease and percentage of increase or decrease, from 1880 to 1892, inclusive.

Year.	Annual rate of expenditure.	Increase or decrease in annual rate of expenditure.		Percentage of increase or decrease.	
		Increase.	Decrease.	Increase.	Decrease.
1880.....	\$1,261,041.00				
1881.....	1,364,107.00	\$103,066.00		8.17	
1882.....	1,455,851.00	91,744.00		6.73	
1883.....	1,599,001.00	143,150.00		9.83	
1884.....	1,738,997.00	139,996.00		8.76	
1885.....	1,869,488.00	130,491.00		7.50	
1886.....	1,816,321.00		\$53,167.00		2.84
1887.....	1,881,580.00	65,259.00		3.59	
1888.....	1,996,359.00	114,779.00		6.10	
1889.....	2,198,517.55	202,158.20		10.12	
1890.....	2,526,000.11	327,482.56		14.89	
1891.....	2,784,845.16	258,845.05		16.24	
1892.....	2,930,199.40	145,354.24		5.22	

RAILROAD SERVICE, INCLUDING RAILWAY POST-OFFICE CARS.

Length of routes and annual rate of expenditure for transportation and railway post-office cars combined, showing increase and percentage of increase for the years 1880 to 1892, inclusive.

Year.	Length of routes.	Increase in length of routes.	Percentage of increase.	Annual rate of expenditure.	Increase in annual rate of expenditure.	Percentage of increase.
	Miles.	Miles.		Dollars.	Dollars.	
1880.....	85,320.	5,329.	6.66	10,498,985.00	931,396.00	9.73
1881.....	91,569.	6,249.	7.32	11,613,368.00	1,114,382.00	10.61
1882.....	100,593.	8,994.	9.82	12,753,184.00	1,139,816.00	9.81
1883.....	110,208.	9,645.	9.59	13,887,800.00	1,134,616.00	8.89
1884.....	117,160.	6,952.	6.30	15,012,603.00	1,124,803.00	8.09
1885.....	121,032.	3,872.	3.30	16,627,983.00	1,615,380.00	10.76
1886.....	123,933.	2,901.	2.39	17,336,512.00	708,529.00	4.20
1887.....	130,949.	7,016.	5.66	18,056,272.00	719,760.00	4.15
1888.....	143,713.	12,764.	9.74	19,524,959.00	1,468,687.00	8.13
1889.....	150,381.	6,668.	4.63	21,639,613.33	2,114,654.16	10.83
1890.....	154,779.	4,398.	2.92	23,395,231.66	1,755,613.33	8.11
1891.....	159,518.	4,739.	3.06	25,183,713.82	1,788,482.16	7.64
1892.....	162,576.04	3,058.04	1.90	27,126,529.11	1,942,815.29	7.71

RAILWAY POST-OFFICE CLERKS.

The annual rate of expenditure for railway post-office clerks, on June 30, 1892, was \$6,480,684.

The number of clerks was 6,417.

The appropriation for the last fiscal year was \$6,353,000; the sum expended, as per auditor's report, \$6,324,973.15, leaving an unexpended balance of \$28,026.85.

The appropriation for the current year is \$6,631,000.

The amount estimated as necessary for the fiscal year ending June 30, 1894, is \$6,894,000, being \$263,000 or 3.97 per cent more than the appropriation for the current fiscal year.

RAILWAY MAIL SERVICE IN GENERAL.

For full details relating to this service, I beg to refer to the annual report made by the General Superintendent to this office.

Continuing the method adopted two years ago, I have given close attention to the workings of this, to my mind, the most important of all the branches of the postal service; and it is a source of great gratification to be able to bear testimony to its increased efficiency and usefulness. The Railway Mail Service of to-day is equal to almost any emergency that can arise. Its discipline is that of an army. Its clerks, as a body, are thorough experts, and it is through their labors that the most important features of the mail service are accomplished. Nowhere else in the world is there a railway mail service that will compare with that prevailing in this country; and if its reorganization on the lines that have been agreed upon in bill H. R. 5671 can be accomplished, it will establish a degree of permanency to the service that will add still more to its efficiency.

PROVISION FOR FAMILIES OF CLERKS KILLED ON DUTY.

I desire to here renew my past recommendations regarding provision for those dependent on clerks who meet death at their posts of duty. The plan that has been suggested is very simple and carries with it but little cost to the Government, and ought to receive the sanction of Congress. It will often be the means of saving from dire want the widow and the orphan from whom, without a moment's notice, has been taken the husband and father.

SPECIAL FACILITIES.

The annual rate of expenditure for this service on June 30, 1892, was \$196,614.16. This sum was expended as shown in the following statement:

No. of route.	Termini.	Railroad company.	Miles.	Pay per annum.
108005	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford.	135.73	\$11,431.34
107011	4.25 a.m. train, New York to Albany, N. Y.	New York Central and Hudson River.	144.00	16,666.66
113006	Baltimore to Hagerstown, Md.	Western Maryland	86.10	10,475.50
113001	Philadelphia, Pa., to Bay View (n. o.), Md.	Philadelphia, Wilmington and Baltimore.	92.00	13,333.00
112013	Bay View (n. o.), to Quantico, Va.	Baltimore and Potomac	80.03	14,600.00
114001	Quantico to Richmond, Va.	Richmond, Fredericksburg and Potomac.	81.50	11,612.84
114008	Richmond to Petersburg, Va.	Richmond and Petersburg.	23.07	2,806.85
114009	Petersburg to Weldon, N. C.	Petersburg	63.54	7,730.70
118002	Weldon to Wilmington, N. C.	Wilmington and Weldon	161.47	19,694.18
128002	Wilmington to Florence, S. C.	Wilmington, Columbia and Augusta.	110.00	13,383.34
120005	Florence to Charleston Junction (n. o.)	Northeastern	95.00	11,558.33
120004	Charleston Junction (n. o.) to Savannah, Ga.	Charleston and Savannah.	108.00	13,140.00
121009	Savannah to Jacksonville, Fla.	Savannah, Florida and Western	171.50	20,873.14
123018	Jacksonville to Sanford, Fla.	Jacksonville, Tampa and Key West.	126.18	15,244.83
120007	Sanford to Tampa, Fla.	South Florida.	118.39	14,063.45
				196,614.16

The appropriation for the current fiscal year is \$196,614.22.

The amount estimated as necessary for the current fiscal year is \$196,614.16.

In the report of a year ago I stated my reasons for declining to recommend further appropriations for so-called "special facilities," and I feel it to be a duty both to the Government and as well to the service to again decline making such a recommendation. I believe the granting to a few and refusing to extend like compensation to the many who are performing as good or better mail schedules is a source of injury to the mail service. The preferential method should cease or all who expedite the mails should be granted the same benefit.

The impression that the special facility compensation allowed the lines extending to Port Tampa, Fla., advances the Cuba mails is incorrect. It practically retards those mails because it prevents the enforcement by the Department of the twenty-five-hour schedule provided for in the contract for the ocean service between Port Tampa and Havana.

The Richmond and Danville Railroad, operating south and southwest via Atlanta; the East Tennessee, Virginia and Georgia Railway System, operating south and southwest from Cincinnati; the Norfolk and Western Railroad, in conjunction with the East Tennessee, Virginia and Georgia lines, operating west and south from Washington, D. C., and Norfolk, Va., via Bristol and Chattanooga, Tennessee; and the Illinois Central Railroad, operating south from Chicago via Cairo, Ill.; have each created an extent of expedited mail schedules within the past year that is much superior to those termed "special facility" trains via Jacksonville, Fla., to Port Tampa; and some of these railroad systems have asked the Department to tell why it is that they ought not to be given the same consideration that has been accorded the lines via Jacksonville. There is, besides, far less reason for granting the special compensation hereafter than a year ago, as the ordinary compensation to the railway mail carriers, which draw the special facility allowance, was on July 1, 1892, because of a reweighing, advanced more than 20 per cent, so that an extension of the special facility allowance after June 30, 1893, means that it shall supplement an advance to the same lines of more than 20 per cent in the ordinary compensation allowed for the year closing June 30, 1892, and which continues thereafter.

Your letter of February 25, 1892, in reply to the inquiry from the chairman of the Committee on the Post-Office and Post-Roads, House of Representatives, furnishes in detail the views of the Department concerning special facilities, and I have therefore thought it proper to make it a part of my annual report as follows:

POST-OFFICE DEPARTMENT,
OFFICE OF THE POSTMASTER-GENERAL,
Washington, D. C., Feb. 25, 1892.

SIR: In reply to your inquiry of the 18th instant, concerning the appropriation for special facilities, I have thought it worth while to invite your attention, first of all, to that portion of my last annual report appearing on page 69, headed "No railroad bonus needed:"

In 1879, when railroad facilities were few and train service slow, Congress appropriated \$295,000 in extra allowances for such railroad companies as could not afford to make schedules sufficiently numerous or fast. These sums were to be in addition to the payments of ordinary rates for railroad transportation. The quantity of mail matter was then perhaps one-half of what it is now, so that each of the companies by the natural growth of mail transportation has, since 1879, doubled its revenue from mail pay. At each weighing, moreover, there is a further increase of pay according to the increase of service. In view of this fact, and because abundant facilities were to be had without granting extra pay, and because of the frequent

charge by railroad companies giving similar service without extra pay that the Department was discriminating against them, I have concluded henceforth to remove the embarrassments, so far as lies in my power, by not including in the budget for the next year any estimate for special facilities. This course, if approved, places all the transportation companies on exactly the same basis of pay.

In the same connection it is proper to submit the following table and accompanying explanation taken from the last report of the Second Assistant Postmaster-General, as I believe it will, in comprehensive form, convey to you the information desired in relation to the manner in which the appropriation was expended in 1891. The expenditures of the amount estimated as necessary for the current fiscal year will, it is expected, be made pro rata to the same railroads to which the allowances were made in 1891.

SPECIAL FACILITIES.

The Annual rate of expenditure for this class of service on June 30, 1891, was \$25,421.78. This sum was expended as shown in the following statement:

No. of route.	Termini.	Railroad Company.	Miles.	Pay per annum.
106005.....	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford	136.00	\$17,647.06
107011 (part).	4:35 a. m. train, New York to Albany.	New York Central and Hudson River.	144.00	25,000.00
113006 (part).	Baltimore to Hagerstown.....	Western Maryland	80.10	15,713.25
113001.....	Philadelphia, Pa., to Bay View (n. o.), Md.	Philadelphia, Wilmington and Baltimore.	91.80	20,000.00
113013.....	Bay View (n. o.), Md., to Washington, D. C.	Baltimore and Potomac.....	79.80	21,900.00
	Washington, D. C., to Quantico (n. o.), Va.			
114001 (part).	Quantico (n. o.) to Richmond.	Richmond, Fredericksburg and Potomac.	81.50	17,419.26
114008.....	Richmond to Petersburg.	Richmond and Petersburg.....	23.07	4,210.27
114009.....	Petersburg to Weldon.	Petersburg	63.54	11,596.05
114002.....	Weldon to Wilmington.	Wilmington and Weldon	162.07	29,541.27
120002 (part).	Wilmington to Florence.....	Wilmington, Columbia and Augusta.	110.00	20,075.00
120005 (part).	Florence to Charleston Junction (n. o.).	Northeastern	95.00	17,337.50
120004 (part).	Charleston Junction (n. o.) to Savannah.	Charleston and Savannah.....	108.00	19,710.00
121009.....	Savannah to Jacksonville.....	Savannah, Florida and Western.	171.50	31,309.70
123018.....	Jacksonville to Sanford.	Jacksonville, Tampa and Key West.	126.18	22,867.25
123007.....	Sanford to Tampa.	South Florida	116.39	21,095.17
Total.....				295,421.78

The appropriation for the current fiscal year is \$295,421.79.

The amount estimated as necessary for the current fiscal year is \$196,614.22.

No recommendation has been made for the customary special facility allowance for the next fiscal year, because I do not believe there exists occasion for perpetuating the preferential method whereby a limited number of railroads would be paid both ordinary and special transportation and full car compensation, while other railroads, performing precisely the same character of service, can be allowed nothing more than the compensation which we are by statute permitted to pay for ordinary transportation.

The continuance of the special-facility allowance has for some years past been the source of much annoyance to the Department, and has hampered the best interests of the mail service, because railroads operating in contiguous territory and, to some extent, paralleling the roads which receive the extra pay, object to rendering equally good or quicker schedule mail service except they be paid corresponding rates. They ask that all be treated alike. When the special-facility payments were first started it was well understood that they were but temporary, so as to bridge over a period until the natural growth of the mails would yield sufficient compensation to do away with occasion for additional allowances. This was as far back as 1879, since which time the aggregate yearly compensation to the railroads drawing the special-facility allowances for ordinary mail and car transportation, independent of the special service, has more than doubled, so that ordinary compensation—even after the reduction of this year, will be greatly in excess of ordinary and special compensation added together ten years ago; and as most of the special-facility routes will have their compensation readjusted commencing with July 1, 1892, when their

pay, it is estimated, will be increased still further at least 20 per cent, this office has not felt satisfied in recommending the continuance, after June 30, 1892, of any portion of the present special facility allowance.

The appropriations for special-facility service appear to have been started in 1879, and each year the expenditures have been as follows:

1879	\$23,887.43	1887	\$285,372.81
1880	49,313.64	1888	294,568.86
1881	125,984.50	1889	293,042.87
1882	202,478.80	1890	293,744.26
1883	185,123.24	1891	291,565.73
1884	184,821.24	1892 (estimated)	196,614.22
1885	250,647.72		
1886	251,540.84	Total	2,928,695.66

The practice of compensating a few railroads upon a higher basis than others rendering the same or more satisfactory service has been the source of much annoyance, which each year becomes more perplexing to the Department and hurtful to the general service, because it acts as a check to the extension of the fast-mail system in sections where it would work great benefits.

From the report of Postmaster-General Dickinson, for the year 1888, I quote as follows, bearing upon the subject of special compensation to railroads:

"I do not venture an opinion as to whether or not the rate of compensation allowed by law is sufficiently liberal to secure for the Government adequate and the best service. It is certain, however, that the dissatisfaction caused by extra compensation to some and not to others has prevented, in some instances, cordial coöperation with the Department to secure much needed improvement."

Postmaster-General Dickinson outlined in the above his strong belief that the appropriation for special facilities ought to be made sufficiently large to be applied all over the country, or that it should be cut off altogether, and had he continued in office it is reasonable to believe he would have ceased to make recommendation for any allowance of the kind after the quadrennial readjustment in 1889.

To your inquiry for the history of the special-facility appropriations, I would reply: The Department records do not explain its origin; but it is well understood that in connection with the establishment of a continuous service between New York and Cuba, the railroads were asked to fix upon a continuous-service schedule, the permanency of which they were reluctant to guarantee until they had ascertained the extent to which the schedule could be used for general traffic. There is no doubt but that it was well understood by all interested, both in and outside of the Department, that the occasion for the special allowances was not likely to exist for more than a year or two, and that its termination would be satisfactory to the railroads as soon as the increase of the ordinary compensation made it apparent to the Department that the exceptional payments were no longer justified. The only reason I can give for its continuance so long is that, each year, the railroads have urged its retention for a little while longer, and it may be that intimations have been given that perhaps its discontinuance would be followed by the adoption of arbitrary train schedules that would disarrange the mail service.

In order that you may appreciate the extent to which the ordinary compensation of the railroads interested in the transportation of the West India mails has grown, I call your attention to the following table showing their payments by adjustment periods:

1879, \$226,234.99 per annum; 1880, \$270,233.54 per annum (increase \$43,998.55, 20 per cent); 1884, \$349,581.50 per annum (increase \$79,647.96, 29 per cent); 1888, \$476,385.36 per annum (increase \$126,503.86, 36 per cent); 1892 (estimated), \$595,096 per annum (increase \$118,710.64, 25 per cent).

FOR ORDINARY COMPENSATION ALONE.

The increase in 1892 over 1880 will exceed 117 per cent.

The increase of \$118,710.64 in 1892 over 1888 is likely to be exceeded; but should it be no more, it carries with it an increase for the adjusted period of \$475,842.56.

In addition, the allowance for special facilities to the same railroads in 1891 was \$237,061.47.

It is in place for me to add at this point that the schedule to which the special-facility allowance now applies really possesses no marked advantages, at this time, for the advancement, in either direction, of the West India commercial mail, while it is believed it operates to the disadvantage of the commercial mails between the North and the South, as will be explained further on. More than 90 per cent of the business mail with Cuba is associated with New York; and, as between New York

and Boston, including New England, 90 per cent is with New York. Practice has demonstrated that going out of New York the bulk of the mail is in readiness for dispatch by 8 p. m. Into New York nothing is accomplished in the way of the delivery of the letter mails arriving between 7 p. m. and 5 a. m. The largest, and by far the most important mail for the South, via the coast line route, starts from New York at 9 p. m., and at 4 a. m. it has reached Washington, D. C. At 4:30 a. m. it leaves Washington, D. C., for Richmond and beyond, or as far as the regular schedules will advance it.

The so-called fast mail for which a subsidy is paid, and that which is supposed to advance the West India mail, leaves Jersey City at 4:45 a. m., and it need carry only such letter mail as comes into the New York post-office after 8 p. m. the night before, which is less than one-third of that ready to be dispatched at 9 p. m. The starting time from Jersey City, you will observe, is 15 minutes later than the most important mail of the day before from New England, New York, Philadelphia, and Baltimore, for the coast line route as far as South Carolina, has passed Washington; and the natural conclusion is, that the p. m. schedule out of New York has not been carried all the way through Georgia and Florida at a modern rate of speed, because doing so, primarily for mail purposes, would have rendered valueless the subsidized schedule.

In like manner the so-called fast mail train, north bound, does not accomplish anything in the way of promoting the delivery of the West India mails at New York, because it reaches New York at 7:50 p. m., and the mail matter can not be made available for business purposes until after 8 a. m. of the day following.

Explaining more fully the statement that it is believed the continuance of the special payments operates to the disadvantage of the commercial mails between the North and the South, I would say: So long as the Department continues payments for schedules that, in point of time, have practically remained stationary for years, the roads getting the allowances are guarded in so adjusting their through schedules, generally, as shall prevent the Department from fully utilizing the regular schedules, and then abandoning—except for purely local service—the subsidized trains. Ten years ago the commercial interests in some sections of the country did not fully appreciate the importance of starting the letter mails out of large cities in the evening, and moving in the other direction into trade centers early in the day; and, while ten years ago the so-styled fast mail train may have had its advantages throughout Florida, it has not progressed as have train schedules generally, including a few other schedules upon this particular route; and the advancement of the mails by other routes between the North and the South, which are receiving ordinary pay alone, has been much greater than upon the coast line route. What I desire to emphasize is, that the mail service between the chain of Northern cities, starting in New England and extending via Washington into those portions of South Carolina, Georgia, and Florida, as are tributary to the coast line, is not such as the natural developments of trade and population, associated with railroad progress, warrants. Because natural conditions have been permitted to prevail in other sections of the South, allied to railroads not subsidized, the mail service with Atlanta, Macon, Mobile, New Orleans, and other cities of like importance, has advanced.

The principal railroads have learned to value the liberality of the ordinary compensation for mail transportation, and praiseworthy consideration is being given to the adjustment of schedules that shall expedite, primarily, the most important of commercial mails. The distance between Washington and New Orleans, via Atlanta, is 1,143 miles. The time for the most important mail train averages 35 miles per hour. Between Cincinnati and Jacksonville, via Chattanooga, the most important mail service requires less than 29 hours, the distance being close to 850 miles. Between Chicago and New Orleans the fast mail occupies less than 29 hours; the distance is 915 miles. These and many other expedited schedules have been the result of conference with the Department, and the railroads will be content to continue them for the ordinary compensation if they have the assurance of the Department that they are being paid upon as favorable a basis as is allowed other lines. The fast mail system over the Iron Mountain system between St. Louis, via Little Rock, and Texarkana, and thence throughout Texas, from the Texarkana standpoint, is not what it ought to be; nor is the continuous fast-mail service deflecting at Sedalia, Mo., through Missouri, Kansas, Arkansas, the Indian Nation, and Texas, via the Missouri, Kansas and Texas system, what it should be. Again, the fast-mail service from a Louisville, Ky., standpoint, into Kentucky, Tennessee, Georgia, and Alabama, is not as complete as the Department aims to have it; but we can not look for hearty cooperation from all the railroads operating north and south so long as they can point to the special payments made to a few roads; and to many of our applications for expedited schedules the reply comes back that, upon the promise of the Government that they shall be paid in like manner as the most favored, they will cheerfully respond to requests for improved schedules.

Turning again to the mail service throughout the South, via the subsidized Coast Line route, it will, I believe, be of interest to know that the subsidized fast mail beyond Washington does not average 32 miles per hour. Of course, over some portions of the route the speed is much faster than the average; but the Department, in dealing with schedules upon a continuous route, must consider it as one interest, the respective managements comprising the line deciding which portions of the through route shall occupy more than its proportion of the time assigned between termini. That you may know the necessity of this train for other than mail purposes at this time, you should be told that it carries from Washington six coaches and sleepers, besides a baggage and a mail car. En route there occur some changes in the make-up of the train, but ordinarily it goes into Jacksonville with four coaches and sleepers, besides the mail and baggage cars. The section through which this route operates needs a fast-mail service corresponding with that of the Air-Line railroad system and others I have mentioned and corresponding with those it is our earnest desire to have established. I mean a continuous schedule that shall leave New York, say, at 9 p. m., and at an average speed of 35 miles per hour beyond Washington could certainly reach—

(Subsidized
train now
arrives at)

Richmond, Va., at 7:50 a. m., instead of 8:48 a. m.....	2:38 p. m.
Wilmington, N. C., at 3:10 p. m., instead of 6 p. m.....	9:55 p. m.
Charleston, S. C., at 9:20 p. m., instead of 1:20 a. m.....	5:00 a. m.
Savannah, Ga., at 12:55 a. m., instead of 5:20 a. m.....	6:44 a. m.
Jacksonville, Fla., at 6 a. m., instead of 11:35 a. m.....	12:00 noon.
Port Tampa at 1:16 p. m., instead of 9:40 p. m.....	9:40 p. m.

This schedule would practically make a large quantity of the Florida mail available one day earlier than it is now by the West India fast-mail train.

Coming north a continuous schedule as slow as 30 miles per hour, leaving Port Tampa right after the arrival of the West India mails, would enable the through mails to leave Jacksonville at 3:30 a. m., now 8:30 a. m.; Savannah at 9:30 a. m., now 2:10 p. m.; Charleston at 1:30 p. m., now 7:01 p. m.; Wilmington, N. C., at 8 p. m., now 2:10 a. m.; Richmond, Va., at 4 a. m., now 9:34 a. m. Arrive at Washington at 7:40 a. m., now 1:31 p. m.; arrive at New York at 3:20 p. m., now 7:50 p. m.

This schedule would, at New York, advance the through mails one day over present West India fast-mail schedule.

Coming north, 35 miles per hour would, of course, be better still, as it would advance the mails all along the route and bring them into New York ready for delivery about 10 a. m.

As I have already stated, the indications all tend to the belief that the fear of jeopardizing the subsidy has acted as a check to continuous regular schedules at hours corresponding with through schedules prevailing elsewhere in the South. It is true, the subsidized service leaving New York at 4:30 a. m. carries out the morning newspapers, the advancement of which the Department would regret to see checked; but, as compared with the importance of the letter mail for territory south of Richmond, Va., newspaper mails should not be permitted to delay the letters; in fact, there ought to be no occasion for retarding the newspaper, because the regular passenger business by itself calls for this train, and the extent of the mails, the growth of the ordinary mail compensation, and the requirements of the communities and commercial interests upon and contiguous to the Coast Line route have become such that without subsidy the railroad interests should not hesitate to respond to any reasonable schedules the Post-Office Department may request. If this is done, and schedules approximating those mentioned are enforced, and advantage is taken of the saving in distance caused by the construction of the Wilson Cut-off, it will be possible within a year to revolutionize much important mail service associated with the route between New York, via Washington, and Wilmington, N. C., Charleston, S. C., Savannah, Ga., Jacksonville, Fla., and into Florida, and as well promote the West India mails. This route will then become truly a fast-mail route, in the sense that similar unsubsidized service exists elsewhere. It will fulfill all the requirements of the West India mails, and, besides, practically make available one day earlier than at present the mails of a wide section of Southern country. Until the people experience the changed conditions that will then exist they can not fully realize the great importance that will result from having their letters leave the North at the close of each day's business, and coming north, be delivered to correspondents sufficiently early in the day to be made available for the same day's business.

In this communication I have not deemed it necessary to dwell particularly upon the merits of a continuance of the subsidy to the two routes operating out of New York and that between Baltimore and Hagerstown, Md., principally because they have received but a small part of the special facility payments. The general grounds,

however, upon which the Department deprecates allowances of this kind, as explained in connection with the West India fas.-mail route, can be applied with equal force to the remaining items of the last fiscal year's payments.

Yours, respectfully,

JOHN WANAMAKER,
Postmaster-General.

Hon. JOHN S. HENDERSON,
Chairman Committee on the Post-Office and Post Roads,
House of Representatives, Washington, D. C.

MAIL EQUIPMENTS.

Appended hereto will be found tabular statements itemizing the expense of repairing bags and locks, the quantities of different kinds of mail bags repaired, and the amount of work done at the mail-lock repair shop, etc., during the fiscal year ended June 30, 1892.

Table N is a statement of all existing contracts for mail bags, mail locks and keys, etc., in operation during the fiscal year ended June 30, 1892.

Table O shows the expenditures made from the appropriation of \$260,000 for the purchase and repair of mail bags, mail-bag catchers, etc.

Table P shows the expenditures made from the appropriation of \$45,000 for the purchase and repair of mail locks, keys, etc.

Table Q shows the expenditure of the appropriation of \$6,500 for the rent of the repair-shop building, etc.

Table R is an itemized statement of the work done in the repair shops at Washington and Chicago during the year.

Table S is an account of the work done in the mail-lock repair shops, with a comparative statement of the cost of the work.

Table T shows the yearly increase in round numbers in (1) the number of post-offices; (2) in the amounts expended for mail bags, etc.; (3) in the number of bags bought; (4) in the number of postal clerks, and (5) of the quantities of different kinds of mail matter handled by them yearly; (6) the increase of the total number of mail routes of all kinds; (7) the total length of mail routes, and (8) the number of miles mails are carried over them annually, etc., from the fiscal year 1877 to 1892, inclusive.

Table U is a statement of the kind, number, and condition of mail bags received at and handled and shipped from the mail-bag storehouse at Washington during the fiscal year.

Table V, showing the number and value of pouches, etc., used by the New York post-office.

Table W, comparative statement of current business in office of mail equipment division, 1888 and 1892.

Attention is again called specially to the important data set forth in Table T, which goes to show that the necessities of the mail service in the form of equipment are outgrowing the extent of our appropriations for mail bags, locks, etc. Notice should be taken of the large increase in the quantity of mail handled and the number of men required to handle it; also to the number of routes and the distances involved covering the period 1877 to 1892. During the first half of this period there was an increase in the quantity of bags bought, but throughout the latter half the outlays have not been kept up. From 1885 to 1888 the Department purchased 779,142 mail bags, costing (including repairs) \$1,017,555. From 1889 to 1892, inclusive, there were purchased 612,160 bags, costing (including repairs) \$958,419, a reduction in numbers of 166,982 and in outlay \$59,136.

MAIL BAGS PURCHASED.

Of the \$259,928.19 expended out of the \$260,000 appropriated for mail bags, etc., \$159,330.67 was for mail bags of all kinds, catchers, etc., as itemized in Table O, and \$100,369.33 was expended for repairing mail bags at the Washington, D. C., and the Chicago, Ill., repair shops. Three hundred dollars was also expended by postmasters at large for repairing mail bags on their own responsibility in cases of emergency.

While the expense of repairing mail bags was \$100,369.33 as compared with \$96,117.87 so expended in the fiscal year 1891, still the amount expended for new stock in mail bags, etc., during the past year, which was \$159,330.67, compares very favorably with the amount so expended during the previous year, viz, \$178,296.22, thus making a net decrease in expense (combining the two) of about \$15,000 in favor of the fiscal year just ended, notwithstanding the demands of the service have greatly increased, as shown in Table U.

Concerning mail pouches and bags, it is proper to state that all our contracts expire the 31st day of March, 1893, and bids for furnishing all, except the through registered pouches, have been invited by advertisement.

I am of the opinion that the Department should give a trial to cotton canvas sacks instead of the jute sacks, also to cotton canvas pouches instead of the leather pouches, or in conjunction with them.

As a comparison of cotton and jute goods, it is well to state that the cotton canvas sack will cost about 25 per cent more than the jute, but that it will stand wear and tear at least twice as long.

In comparing cotton with leather pouches, it is believed that leather pouches, as they are being repaired now, will stand service for a period of ten years. The cotton canvas pouch will last about eight years. The cost of a No. 2 leather pouch is about \$5, and the No. 2 cotton canvas pouch will cost about \$3; which is the ratio that will exist between the cost of all sizes. Leather pouches compared to canvas are in length of wear as 100 is to 80; in cost as 100 is to 60; or in other words, the change from leather to cotton canvas pouches would occasion a loss of 20 per cent of the life of a pouch, but a gain of 66 $\frac{2}{3}$ per cent in cost.

The fact should be mentioned, that although the number of bags repaired has been great, still the quantity condemned and cut up, except in the case of jute sacks, has been much less than ever before, being only $\frac{2}{100}$ of 1 per cent of the defective stock received. Condemned sacks and pouches are cut up and used, for the most part, in patching and bottoming others; but there was an economical departure from this custom the past year, and 160 No. 3 horse bags were made out of parts of condemned bags, at a cost of \$160, whereas they would have cost at the contract price \$561.60. In regard to the quantity of jute sacks condemned, I would say that although the Department purchased all the bags the contractor could furnish, still the demand for jute sacks was so great that some had to be repaired and again put into service one or two years after they should have been condemned.

MAIL LOCK AND KEY APPROPRIATION.

Of the \$44,805.62 expended out of the appropriation for mail locks, keys, etc., only \$3,383.33 was expended for new equipment (\$2,083.33 for 25,000 keys and \$1,300 for 10,000 chains), and the balance, \$41,422.29,

was expended for wages of employes, machinery, and stock in brass, steel, and iron, and for tools. The cost of these items for the previous year was only \$25,214.87, but the expenditures for new equipment during the past year was only \$3,383.33, which compares most favorably with the \$24,571.11 so expended during the year previous, making, combining the two, a net decrease in the total expenses out of lock and key appropriation amounting to \$4,980.36 in favor of the year just past.

LOCK SHOP.

For an itemized statement of the work done, expense, saving, etc., of the mail lock repair shop, see Table S, attention being specially called to a few items which will show at a glance how effective and economical are the workings of this shop.

In Table S are itemized nineteen different kinds of work performed, aggregating 359,000 articles made and repaired at a gross outlay of \$44,805.62, as will be seen by reference to Table P, which also shows that of this amount about \$7,208.41 was expended for machinery, all of which is now on hand as invoice stock, and that \$5,624.68 was expended for stock in brass, steel, and iron, one-half of which (valued at \$2,812.34) remains on hand. There was also expended \$3,383.33 for keys and chains. Deducting the aggregate value of the machinery bought and now on hand, \$7,208.41, and the stock of brass, steel, and iron, valued at \$2,812.34, and the cost of the keys and chains, \$3,383.33, amounting in all to \$12,715.60, from the gross cost of the shop, \$44,805.62, we have the actual cost of the output of the lock repair shop during the year, \$32,089.02; while the cost of one single item, viz, that of making over 146,147 pouch locks, which were again put into service, if done at the contract price for repairing locks, 33 cents each, would alone have been \$48,228.51, or \$16,139.48 more than the entire net cost of all the output of the shop.

This item of made-over pouch locks (made equal to new ones) can be regarded as just so much saved to the Government. They were originally bought at the price of 57 cents each, but had served their time and had been withdrawn from the service and were on hand valued simply as old iron. If they had not been reintroduced into the service during the past year it would have been necessary to have purchased at least 40,000 new locks of the pattern then in use, at 45 cents each, to supply the current wants of the service, while at the same time it would have been known that the life of the contract of that style of lock, and of the other 200,000 like them in use, would by law have expired in the following September, and that shortly after that time the withdrawal of them all from the service would have been necessary, thus rendering them useless, at least until after the next or new contract had expired, when, of course, they too might have been altered over and again introduced into service. Furthermore, by introducing these locks into the service the Government was saved the necessity of appropriating an amount with which to purchase 400,000 new locks, which, as no pouch locks have ever been purchased at an original contract price of less than 52 cents each, would, I think be safe to estimate, have cost in the neighborhood of \$200,000.

Again, it will be seen by reference to the table that the aggregate cost of the output of the shop at the last prices paid outsiders would have been \$66,200.25, whereas the net cost of the same when done by the lock shop was, as heretofore stated, only \$32,089.02, thus making a

saving to the Government, under the present lock-shop system, of \$34,111.23, which is more than \$2,000 in excess of the entire cost of the total output of the shop; all of which goes to show the wisdom of having inaugurated and of continuing the present lock-shop system.

MAIL-EQUIPMENT REPAIR SHOP.

The appropriation for rent of building used for a mail equipment repair shop and for watchmen, charwomen, gas, oil, etc., was the same as the previous fiscal year. All was expended, while more was needed, and the mail-bag and mail-lock appropriations had to be drawn upon for the deficiency.

The enlargement of the mail-equipment shop building by the addition of two more floors during the past year has given much needed relief by affording increased facilities required to properly conduct its growing work.

In this connection it is proper to state that during the time the alterations to the shop building were going on there was no delay whatever in the regular work of the shop.

The repair shops have been connected with the Mail-Equipment Division and the city post-office by telephone, saving both time and labor by putting the shops in direct connection with the bureau which directs their operations, and facilitating the handling and shipping of mail equipments through closer connection with the transfer clerk and through him with the railway stations.

During the past year both the bag and lock repair shops have been placed under one head or superintendent, which has resulted in entire coöperation and harmony between the two shops whose labors are necessarily so closely allied.

In explanation of the advance from \$6,500 to \$8,500 in the item for mail-bag and lock shop building, and pay for watchmen, coal, gas, etc., it is necessary to state that the present shop has been greatly enlarged, and it is now believed to be ample to meet the economical needs of the service for some years to come.

REMARKS IN GENERAL.

In addition to the large amount of detail that has, in this report, been given concerning the mail-bag and lock shop of the Post-Office Department, located at Washington, I have deemed it proper to make reference to the proceedings in Congress as recorded in the Congressional Record of June 3, 1892, pp. 5459, 5460, and 5461. In giving consideration to the regular appropriations the following resolution was offered:

Provided. That all mail bags, mail-bag catchers, cord fasteners, label cases, mail locks and keys, chains, and all necessary repairs of the same shall be procured by the Post-Office Department upon contracts with manufacturers and repairers of such articles in the United States, upon and after advertisement for bids for the same in the manner now required by law.

After which the following statement, prepared by this office, was submitted:

HISTORY AND FACTS CONCERNING THE LOCK SHOP.

Prior to 1888 the practice was to buy new locks and keep them in order by contract. One concern practically monopolized the contract for new and the repairing of those already in use.

The same concern for ten years as well controlled the Government's requirements in the way of keys, chains, and cord fasteners. The tendency could not be otherwise than to encourage the purchase of new locks, as well as other equipment.

The natural interest of the contractor must be:

1. To do the repairs lightly, because doing so brought the same locks back oftener to his shop, and each repair takes away some from the life of the lock.

2. To shorten the life of the locks, because throwing them aside as unfit for repair occasioned the larger purchases of entirely new locks.

All the while the necessities of the service for more locks continued to grow, and in 1888 it was found impossible to keep the service promptly supplied with good locks under the contract system, and after the most careful consideration it was determined to undertake the work under the direct supervision of the Department. The change took place in 1888 and 1889, and four years of trial has demonstrated, first, that where the average cost per lock by contract was 34 cents, the work has been done at less than 10 cents each, and it is believed the duration of the contract work was not half as long as that done under the Department's direction. That is to say, a lock repaired by contract was liable to be shopped twice in the same time it is shopped once under Department supervision.

We do not mean to say that the workmen (Government employs are any better than those employed in lock shops elsewhere; but we do say that the more locks that got out of order prior to 1888 the better it was for the parties who were being paid 33 cents, 32 cents, and 25 cents for each lock repaired, while since 1888 the better the workmanship done under the Department's direction the longer the locks have lasted and the better it has been for the Government. The natural desire of the Department is to do the work so well that it shall economize cost.

It should be borne in mind that under the contract system the Government had no means of testing the character of the workmanship. It could open an occasional lock, but when the repairs run up to 40,000 yearly it had to accept the work just as the locks came back from the repair shop. The Government could not undertake to keep its own inspectors in the contractor's shop and test the work before riveting the shells.

It is worthy of mention that under the contract system the Department actually agreed to dispose of 200,000 condemned locks as scrap at the rate of 20 cents for 300 locks, and these same locks have been made equal to a new lock, under Government supervision, at a cost of less than 6 cents each. The Government under contract paid for these same locks 57 cents each.

Flat keys that the Department paid 15 cents and 25 cents each for can be turned out of the repair shop for less than 3 cents each.

The condition of the contract-repaired locks was such in 1888 that as rapidly as possible it was found best to overhaul them under Government supervision.

Because of the existence of a Government repair shop it was made possible in 1891 to turn back into the Treasury \$45,000 that had been specially appropriated by Congress in 1888 for the purchase of new locks.

To discontinue the present method and return to contracting would simply mean to restore the conditions that prevailed prior to 1888, that is:

Imperfect work, because it insured more of it.

Increased cost.

The disposing of condemned locks as old metal.

The steady increase in purchases, by means of special appropriations, of new locks to provide for those condemned, and for increased requirements of the mail service.

On the other hand the continuance of the present policy will bring with it:

Steadily improved workmanship.

Steadily reduced cost, because of the growing improvement in the character of the work itself.

The Government shop is now in fairly good shape for doing its own work; and it can safely be stated that the cost per lock and per key, and for the maintenance of its equipment, will continue to decline. Keep in mind that because of the growth of the mail service the calls for new locks equal an increase of 15 per cent every year.

SUGGESTIONS.

If Congress doubts the advisability of continuing the present system we recommend that a committee investigate both the old and the new and report their judgment.

This would save the embarrassment that would surely follow the attachment of a proviso to the appropriation requiring the Department to have the work done by contract, regardless of the consequences that would result from so doing.

Let it be kept in view that those who urge a return to the old method are those most likely to undertake the contract work.

I desire to emphasize here all that is contained in the above. There would be but one result from the hampering of the Post-Office Department in regard to the management of its equipment. It would inevitably result in a very large increase in the cost, and as well increase the extent of imperfect equipment. It would be offering a premium to contractors to do their work imperfectly, because doing so would all the more quickly make it advisable to purchase new equipment.

RECAPITULATION.

The total expenditure for mail bags and mail-bag catchers, with their appurtenances and repairs, during the fiscal year ended June 30, 1892, was \$259,928.19.

The total expenditure for mail locks and keys, including repair of same, was \$44,805.62.

Comparison with the last annual report shows for the fiscal year ended June 30, 1892, a decrease in the expenditure for mail bags, catchers, etc., of \$14,804.32; and in the expenditure for mail locks, keys, etc., a decrease of \$4,980.36.

The appropriation for the past fiscal year for mail bags, mail-bag catchers, etc., was \$260,000; the sum expended, \$259,928.19; leaving an unexpended balance of \$71.81.

The appropriation for mail locks, keys, etc., was \$45,000; the sum expended \$44,805.62; leaving an unexpended balance of \$194.38.

The appropriation for the mail bag and lockrepair shop was \$6,500; the sum expended, \$6,474.89; leaving an unexpended balance of \$25.11.

The appropriation for the current fiscal year for mail bags, mail-bag catchers, etc., is \$260,000; for mail locks, keys, etc., \$35,000; for repair shop for mail equipments, \$6,500.

The amount estimated as necessary for the fiscal year ending June 30, 1894, is, for mail bags, mail-bag catchers, etc., \$260,000; for mail locks and keys, etc., \$35,000, and for repair shop, \$8,500.

FOREIGN MAILS.

The expenditure on account of the transportation of foreign mails during the fiscal year ended June 30, 1892, was \$806,145.96, distributed as follows:

Transatlantic service	\$449,405.19
Transpacific service	109,266.21
Miscellaneous service	179,866.11
Panama Railway Company	15,343.13
Sea post-office service	40,519.20
For sea conveyance, from the United States, of closed mails of foreign mails	47,079.41
For intermediary transit of closed mails of United States origin	104,803.39
Open mail matter of United States origin	26,253.31
Expense of United States postal agency at Shanghai	2,297.54
International Bureau at Berne, Switzerland, subscription to Journal l'Union Postale, and expenses of Postal Congress of Vienna	5,458.46
Total	980,291.95
Less amounts received for intermediary transit of closed mails of foreign origin	\$120,955.11
For intermediary transit of open-mail matter of foreign origin	47,232.52
Conveying Cuban mails from Havana to Tampa, Fla.	5,718.36
Box rents at United States postal agency at Shanghai	240.00
	174,145.99
Net cost of service	806,145.96

The appropriation for the last fiscal year was, for transportation, \$1,250,000; for balance due foreign countries, \$160,000; the sums expended, as shown by the Auditor's report, were \$774,016.22 and \$96,510.69, respectively.

The appropriation for the current fiscal year is, for transportation, \$1,102,090 (this amount being made up by the reappropriation of the unexpended balances of the appropriation for the fiscal years ended June 30, 1891, and June 30, 1892, and the appropriation of an additional sum of \$600,129.19), and for balance due foreign countries \$87,500.

The amount estimated as necessary for the fiscal year ending June 30, 1894, is—

For transportation.....	\$1, 723, 000
For balances due foreign countries.....	152, 000

The basis of this estimate will be found in the report of the superintendent of foreign mails.

Attention is invited to the subject of establishing the parcels post between this country and Germany, Great Britain, Norway, and Belgium, and to the action of the Universal Postal Congress of Vienna relative to the reduction of the registration fee from 10 cents to 5 cents and to the indorsement by the United States of the principle of a limited responsibility for the loss of or damage to registered articles while in transit in the mails, reference to which subjects were made in the report of the superintendent of foreign mails for the fiscal year ended June 30, 1891, pp. 20 and 22.

DIVISION OF INSPECTION.

The gross amount of deductions and fines from the pay of postal contractors and others for the fiscal year ended June 30, 1892, was.....	\$390, 966. 84
The amount of remissions on deductions on account of satisfactory explanation was.....	\$131, 213. 69
The amount of remissions of fines was.....	16, 928. 81

Total remissions of deduction and fines.....	148, 142. 50
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Leaving the net amount of deductions and fines for the fiscal year ended June 30, 1892.....	242, 824. 34
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The above amounts are classified as follows:

Deductions and fines:	
Railroad service.....	\$323, 522. 55
Star service.....	52, 320. 07
Steamboat service.....	9, 354. 86
Mail messengers.....	2, 603. 91
Postal clerks.....	3, 165. 45
Total deductions and fines.....	\$390, 966. 84
Remissions:	
Railroad service.....	146, 485. 58
Star service.....	1, 470. 30
Steamboat service.....	142. 69
Mail messengers.....	38. 30
Postal clerks.....	5. 63
Total remissions.....	148, 142. 50

Leaving the net amount of deductions and fines for the fiscal year ended June 30, 1892.....	242, 824. 34
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MISCELLANEOUS.

Appropriation for year ended June 30, 1892.....	\$1,000.00
Amount expended	833.48

Balance unexpended	166.52
Appropriation for current fiscal year	500.00
Amount estimated as necessary for fiscal year ending June 30, 1894.....	500.00

ACKNOWLEDGMENT.

Throughout the past year, as has been the case during my entire connection with the Post-Office Department, I have received the hearty coöperation of the chiefs of divisions and their subordinates. The duties of a bureau such as this, if faithfully performed, are arduous; but with me they have been rendered exceedingly pleasant and fascinating, principally owing to the earnestness with which those about me have taken charge of the vast details that necessarily become attached to Governmental service.

Yours respectfully,

J. LOWRIE BELL,
Second Assistant Postmaster-General.

Hon. JOHN WANAMAKER,
Postmaster-General.

ADDENDUM.

- Table A—Shows annual rate of expenditure, appropriation, and estimates.
 Table B—Shows length of routes, annual rate of expenditure, and number of miles traveled per annum.
 Table C—Statement of railroad service.
 Table D—Statement of steamboat service.
 Table E—Statement of increase and decrease in mail service.
 Table F—Statement of deductions, fines, and remissions.
 Table G—Statement of mail service, with increase and decrease and percentage of increase and decrease for fiscal year.
 Table H—Statement of weights of mails, speed, accommodations for mails and railway post-office clerks, and readjustment of pay on railroad routes, with an index.
 Table I—Statement of the annual rate of expenditure for railroad post-office cars, showing increase and decrease.
 Table K—Statement of expenditures for necessary and special facilities on trunk lines.
 Table L—Statement of railroad service established during last fiscal year.
 Table M—Statement of increase and decrease in length of railroad routes from 1836 to 1892.
 Table N—Statement of all contracts for mail equipments.
 Table O—Statement of expenditures for mail bags, mail-bag catchers, etc.
 Table P—Statement of expenditures for mail locks and keys.
 Table Q—Statement of expenditures for repair shop for mail equipments.
 Table R—Statement of work done in repair shops at Washington and Chicago.
 Table S—Statement of mail locks repaired, with comparative statement of cost.
 Table T—Statement of expenditures for mail bags, 1877-1892.
 Table U—Statement of mail bags received and issued from Washington storehouse.
 Table V—Statement showing number and value of pouches, etc., used by the New York post-office.
 Table W—Statement showing a comparison of current business in office of mail equipment division, 1888-1892.

A.—Annual rate of expenditure, appropriation, and estimate for mail service.

Items.	Annual rate of expenditure, June 30, 1891.	Annual rate of expenditure, June 30, 1892.	Percentage of increase or decrease in annual rate of expenditure from 1891 to 1892.		Appropriation for 1893.	Percentage of increase or decrease in appropriation for 1893 as to annual rate of expenditure, 1892.		Estimate for 1894.	Percentage of increase or decrease in estimate for 1894 as to appropriation for 1893.	
			Increase.	Decrease.		Increase.	Decrease.		Increase.	Decrease.
Transportation by star routes.....	\$5,300,266.394	\$5,586,728.09	3.63		\$5,815,000.00	4.63		\$5,945,000.00	1.71	
Transportation by steamboat routes.....	443,852.94	437,030.44		1.53	405,000.00		6.80	450,000.00		3.23
Transportation by railroad routes.....	72,304,808.66	94,194,928.71	4.02		28,635,957.51		2.32	25,500,000.00		7.69
Railway post-office car service.....	2,784,815.16	2,930,149.40	5.23		2,809,750.00		4.11	2,941,000.00		4.67
Railway post-office clerks.....	6,069,074.40	6,480,684.00	6.78		6,651,000.00	2.31		6,894,000.00		3.97
Necessary and special facilities on trunk lines.....	205,421.78	196,014.16		33.44	196,614.22					
Mail-messenger service.....	1,063,782.25	1,152,570.11	6.31		1,500,000.00	4.14		1,275,000.00		6.25
Mail locks and keys.....	49,785.06	44,865.62		10.00	35,000.00		21.85	35,000.00		
Mail bags and mail-bag catchers.....	274,732.51	258,928.19		5.38	260,000.00			260,000.00		
Repair shop for mail equipments.....	6,500.00	6,474.89		.38	6,500.00			8,500.00		30.77
Miscellaneous items in the office of the Second Assistant Postmaster-General.....	*590.42	*833.48	41.16		500.00		40.01	500.00		
Foreign mail service—										
Transportation.....	*820,898.17	*774,016.22	24.64		1,102,280.00	42.41		1,723,000.00		56.31
Balance due foreign countries.....	*62,875.39	*96,510.69	53.49		57,500.00		9.83	1,162,000.00		73.71
Total.....	39,481,592.634	42,162,034.20	6.78		42,272,811.73	.26		45,184,000.00		6.89

* Annual expenditure reported by Auditor.

B.—Table of star, steamboat, railroad, mail-messenger, and special-office mail service in operation June 30, 1892.

[The entire service on each route is included in the amount opposite the name of the State under which the route is numbered, though the route may extend into other States.]

States and Territories.	Star service.			Steamboat service.			Railroad service.			
	Length of routes.	Annual rate of expenditure.	Number of miles traveled per annum.	Length of routes.	Annual rate of expenditure.	Number of miles traveled per annum.	Length of routes.	Annual rate of expenditure for transportation.	Annual rate of expenditure for rail- road service.	Number of miles trav- eled per annum.
Maine.....	3,899.04	102,350.07	2,303,228.82	378.50	11,103.34	102,545.04	1,328.49	165,035.85	181,388.35	2,202,218.82
New Hampshire.....	1,195.20	37,042.46	1,785,602.48	67.50	2,163.00	13,042.64	876.10	96,013.65	98,822.15	1,466,183.48
Vermont.....	1,485.22	42,130.59	1,098,345.82	67.50	2,163.00	13,042.64	889.82	117,800.30	128,208.60	1,543,445.56
Massachusetts.....	1,229.25	84,592.62	1,188,982.51	90	13,225.00	69,296.08	898.82	448,574.43	513,012.72	7,598,574.60
Rhode Island.....	218.93	33,098.55	190,708.07	50	11,880.66	47,880	248.87	34,913.07	39,728.82	845,192.97
Connecticut.....	840.21	33,092.02	641,822.52	13.50	52.00	47,351	1,251.02	277,660.81	312,991.56	3,630,876.21
New York.....	7,839.15	428,363.56	5,687,284.86	214.56	14,420.00	113,580.96	6,880.96	1,650,884.09	1,888,989.41	15,705,889.41
New Jersey.....	9,928.64	36,232.49	6,711,088.49	.....	.....	.....	1,877.97	403,193.63	402,206.13	5,605,254.89
Pennsylvania.....	9,579.96	300,629.34	5,744,668.49	.....	.....	.....	6,825.54	1,210,198.08	1,064,171.75	14,284,243.18
Delaware.....	2,299.66	8,943.13	183,910.43	1,509.50	18,424.59	491,698.64	316.41	31,461.41	31,461.41	488,246.92
Maryland.....	2,438.10	82,783.94	1,585,689.36	734.70	39,463.62	340,974.40	1,500.77	456,897.02	544,463.02	4,225,814.76
Virginia.....	9,639.96	184,181.85	4,853,805.17	734.70	39,463.62	340,974.40	3,918.78	566,365.36	652,647.48	5,553,479.36
West Virginia.....	6,911.19	106,066.41	2,597,630.68	.....	.....	.....	1,114.48	122,132.61	132,462.61	1,609,377.84
North Carolina.....	10,747.83	152,213.04	3,872,992.83	928.06	9,816.94	110,687.20	2,745.91	227,481.23	242,007.23	2,295,412.65
South Carolina.....	4,263.64	67,097.38	1,479,758.71	83	3,692.00	43,816	2,127.05	195,259.43	216,620.83	2,485,072.10
Georgia.....	7,180	114,431.64	2,341,486.91	34	1,750.00	28,704	5,399.94	546,837.04	610,290.44	6,878,144.49
Florida.....	2,908.37	61,419.25	1,049,974.68	821.61	86,277.35	296,968.64	2,082.04	159,435.50	163,560.50	2,727,048.05
Alabama.....	9,049.22	149,972.25	3,154,292	24.25	1,487.50	12,634.26	2,082.96	293,437.62	341,162.87	3,631,254.82
Mississippi.....	6,669.49	118,998.56	2,395,074.04	25.50	1,400.00	15,912	3,152.09	317,739.74	352,895.79	3,357,397.35
Tennessee.....	8,951.68	154,863.21	3,589,219.39	23	800.00	14,352	1,884.13	175,722.44	194,671.44	2,033,610.26
Kentucky.....	8,823.52	155,373.33	3,490,964.33	598.75	26,131.77	272,632	3,284.52	442,822.29	505,278.74	5,156,398.29
Ohio.....	6,664.42	194,404.66	3,846,574.26	.....	.....	.....	10,392	2,683,389.66	566,897.20	20,499,186.02
Indiana.....	4,783.50	102,276.58	2,402,089.76	.....	.....	.....	5,242.35	848,205.18	999,254.18	3,033,422.35
Illinois.....	4,365.51	150,167.11	2,497,043.95	.....	.....	.....	9,866.97	1,645,343.63	1,884,827.83	17,069,714.27
Michigan.....	4,937.17	119,507.37	2,396,574.42	307.25	4,889.22	51,922	6,325.13	644,813.66	686,177.66	6,677,509.70
Wisconsin.....	5,415.67	116,870.28	2,811,521.91	136.25	1,466.00	38,000	5,517.28	82,559.50	838,967.01	8,927,024.11
Minnesota.....	4,990.98	91,281.90	1,615,700.50	87	680.00	6,916	7,758.63	1,015,285.69	1,081,798.44	9,678,651.83
Iowa.....	83,168.44	93,168.44	2,046,860.87	.....	.....	.....	8,335.49	1,104,898.50	1,217,727.50	10,378,361.36
Missouri.....	10,939.82	210,600.17	4,835,805.91	298.50	6,000.00	93,132	7,294.66	1,385,491.96	1,566,334.58	11,296,425.39
Arkansas.....	8,173.17	133,666.24	3,092,177	692.25	32,875.00	190,788	1,490.70	113,495.16	113,495.16	1,389,321.98
Louisiana.....	4,381.36	77,726.12	1,454,824.34	619.70	32,158.00	191,906	1,443.50	143,251.41	149,855.66	1,319,983.63
Texas.....	15,136.82	263,114.96	6,160,921.64	39	1,000.00	12,168	9,042.87	896,145.40	916,136.90	8,913,804.58

Indian and Territories	2,143.23	50,985.48	1,117,684.84	42,780.27	46,780.27	914,874.60
Alabama	4,260.59	94,000.87	2,424,889.18	9,153.78	1,044,279.80	10,219,268.84
Arkansas	5,483.78	89,080.01	1,917,824.37	6,685.70	1,317,723.14	8,159,368.77
California	4,245.63	74,878.77	1,895,824.48	1,480.28	127,064.07	1,118,841.98
Colorado	3,867.32	52,360.00	1,895,824.48	1,891.95	182,006.51	1,202,870.87
Florida	3,702.30	95,070.17	1,895,824.48	639.49	51,451.07	516,745.70
Georgia	3,054.60	81,083.30	1,024,250.74	826.11	172,257.27	572,880.34
Idaho	8,445.25	110,654.31	1,316,868.12	8,585.45	436,819.14	8,840,239.65
Illinois	3,023.09	69,277.97	1,029,528.50	1,232.60	185,640.86	1,388,221.70
Indiana	2,888.55	85,618.27	864,471.60	1,702.89	79,125.56	1,398,524.92
Iowa	1,875.05	51,444.48	779,208.70	1,878.12	136,597.44	1,398,524.92
Kansas	3,218.58	107,285.83	1,213,040.56	2,863.34	16,982.55	163,772.14
Michigan	2,405.84	78,393.26	894,837.76	2,800.16	324,561.47	2,182,306.56
Minnesota	5,531.94	108,915.57	2,167,857.96	1,308.43	190,840.23	1,314,742.23
Montana	3,216.23	79,470.90	877,686.16	613.06	40,793.83	212,411.66
Nebraska	3,800.79	268,122.73	8,971,870.44	4,593.19	808,158.69	9,528,078.14
Nevada	190	750.00	4,940	17,500	106,187.00	914,845.89
New Mexico	243,732.68	5,589,828.00	104,761,843.50	162,576.04	24,196,829.71	239,731,509.17
North Dakota	3,867.32	52,360.00	1,895,824.48	1,891.95	182,006.51	1,202,870.87
South Dakota	4,245.63	74,878.77	1,895,824.48	1,480.28	127,064.07	1,118,841.98
Texas	5,483.78	89,080.01	1,917,824.37	6,685.70	1,317,723.14	8,159,368.77
Utah	1,875.05	51,444.48	779,208.70	1,878.12	136,597.44	1,398,524.92
Washington	2,405.84	78,393.26	894,837.76	2,800.16	324,561.47	2,182,306.56
Wyoming	8,445.25	110,654.31	1,316,868.12	8,585.45	436,819.14	8,840,239.65
Total	243,732.68	5,589,828.00	104,761,843.50	162,576.04	24,196,829.71	239,731,509.17

B.—Table of star, steamboat, railroad, mail-messenger, and special-office mail service in operation June 30, 1892—Continued.

(The entire service on each route is included in the amount opposite the name of the State under which the route is numbered, though the route may extend into other States.)

States and Territories.	Mail-messenger service.			Special-office service.		Total service.		
	Length of routes.	Annual rate of expenditure.	Number of miles traveled per annum.	Length of routes.	Number of miles traveled per annum.	Total length of routes.	Total annual rate of expenditure.	Total number of miles traveled per annum.
	Miles.	Dollars.	Miles.	Miles.	Miles.	Miles.	Dollars.	Miles.
Maine.....	114.23	16,353.09	186,365.92	161.45	50,372.40	6,881.71	311,194.86	4,844,730.80
New Hampshire.....	95.12	14,343.38	179,104.66	46	14,352	2,280.02	152,171.99	2,461,285.28
Vermont.....	59.20	9,618.72	93,670.73	47.62	14,367.44	2,491.88	179,963.11	2,660,319.24
Massachusetts.....	177.74	46,883.13	440,424.10	20.50	8,528	8,728.18	682,305.94	9,305,775.30
Rhode Island.....	17.48	4,428.00	42,856.80	9	1,872	862.28	60,134.03	1,128,009.84
Connecticut.....	108.19	29,707.85	272,480.04	9.25	2,886	2,092.17	375,353.43	4,554,417.97
New York.....	607.33	118,018.71	1,537,237.56	1,918.48	190,521.92	17,508.60	2,457,371.96	28,283,534.81
New Jersey.....	141.81	37,098.49	608,177.98	61	25,376	8,007.22	636,139.11	6,909,894.37
Pennsylvania.....	508.06	97,295.48	968,644.78	251.62	78,605.44	17,106.77	1,772,294.65	21,075,861.88
Delaware.....	22.78	4,185.50	38,220.88	20.50	8,528	680.71	44,592.04	718,906.28
Maryland.....	74.34	13,752.47	122,531.70	137	42,744	14,983.25	901,107.74	11,123,979.90
Virginia.....	182.35	24,834.79	268,933.45	887.46	105,267.52	8,471.38	249,253.02	4,488,986.84
West Virginia.....	59.24	10,724.00	161,368.13	386.50	120,586	14,622.45	416,377.86	6,594,091.60
North Carolina.....	117.66	12,340.65	131,902.62	668	213,096	6,873.04	285,004.48	4,182,467.13
South Carolina.....	56.35	7,724.17	66,904.32	343	107,016	13,367.43	737,692.43	9,457,692.43
Georgia.....	98.73	11,032.01	115,072.02	654.75	204,262	6,328.21	321,968.85	3,817,562.07
Florida.....	66.99	11,705.00	68,421.10	361.20	75,129.60	12,649.00	504,434.66	7,082,216.50
Alabama.....	76.97	11,792.04	99,563.53	646.50	84,944	10,815.27	485,312.87	5,887,083.87
Mississippi.....	62.69	12,023.02	84,556.48	406.50	81,104	11,407.50	363,031.81	6,885,762.41
Tennessee.....	80.78	11,694.66	107,478.78	438	157,872	13,586.12	707,062.03	9,269,983.26
Kentucky.....	129.33	20,278.24	192,536.64	759	213,096	17,066.09	3,627,921.82	25,307,082.82
Ohio.....	452.67	88,230.30	912,317.43	157	48,984	10,354.83	1,141,717.98	19,027,983.21
Indiana.....	206.97	40,137.23	545,017.10	153	47,424	14,690.34	2,091,598.88	20,631,528.66
Illinois.....	219.61	56,600.62	456,985.84	217.25	67,783	11,920.27	854,308.88	10,585,427.82
Michigan.....	242.97	45,734.60	438,209.70	207.75	62,208	11,481.47	990,677.68	11,094,692.76
Wisconsin.....	161.37	34,234.30	273,638.78	251	82,490	13,265.77	1,197,534.43	11,545,864.43
Minnesota.....	109.16	24,075.04	185,848.12	320	66,146	13,209.98	1,356,879.64	13,145,794.85
Low.....	187.63	45,683.70	461,157.12	205.50	64,116	10,938.75	1,814,212.28	16,614,253.85
Missouri.....	136.75	31,217.70	290,857.78	487	151,944	10,938.75	291,440.82	4,922,238.44
Arkansas.....	54.63	11,394.42	85,000.46	528	164,796	7,208.96	276,836.28	8,284,933.55
Louisiana.....	94.15	16,756.00	119,860.88	668.25	203,274	25,847.32	1,266,048.26	16,866,659.48
Texas.....	132.15	26,432.00	174,389.04	1,200	340,704	4,866.02	1,100,471.52	2,163,819.62
Indian and Oklahoma Territories.....	8.50	2,155.80	12,236.12	1,092	340,704	16,748.05	1,273,812.20	13,087,969.49
Kansas.....	229.49	56,863.18	419,078.90	1,98.25	24,588	12,417.66	1,588,097.90	10,260,112.86
Nebraska.....	66.43	18,942.00	130,380.72	181.75	42,529.50			

North Dakota.	24.40	7,034.80	38,191.53	173	35,064	5,539.31	209,904.84	3,389,841.86
South Dakota.	34.28	4,944.00	23,181.09	217.53	30,087.86	5,000.17	209,970.57	3,163,586.92
Montana.	35.08	8,089.00	49,250.04	801	134,316	6,267.58	155,010.34	1,949,678.50
Wyoming.	4.47	1,193.00	5,854.83	532.50	83,070	4,417.68	281,764.57	1,068,218.40
Colorado.	57.07	23,424.75	90,873.00	325.71	50,810.24	7,838.48	583,790.30	5,209,789.91
New Mexico.	13.27	8,115.00	17,647.36	432.50	67,470	4,931.46	208,583.83	2,484,167.53
Arizona.	22.44	1,435.00	2,984.88	837.50	52,650	3,860.88	166,198.88	1,511,140.70
Utah.	53.00	10,121.73	72,967.78	186.50	29,084	3,458.37	198,161.65	2,376,860.40
Idaho.	10.55	8,280.35	13,823.82	516.76	80,612.48	3,960.22	197,516.78	1,471,249
Washington.	68.73	19,764.50	79,332.66	632.50	7,305.33	7,305.33	397,904.99	3,673,212.88
Oregon.	42.43	14,860.65	72,838.50	98,670	85,410	7,619.69	413,547.69	3,746,138.85
Nevada.	1.45	470.00	717.60	444	69,284	4,908.74	1,260,079.32	1,260,079.32
California.	120.38	34,010.30	356,637.82	734	114,904	18,081.84	1,283,877.81	11,088,446.40
Alaska.	54	750.00	356,673.92	5,575	144,950	7,015.54	11,965.00	11,088,063.92
Total	5,611.89	1,152,270.11	11,105,281.55	24,998.08	4,262,923.80	447,580.88	24,302,164.95	383,087,695.01
Railway post-office clerks.							6,480,654.00	
Mail equipments.							311,208.70	
Necessary and special facilities on trunk lines.							196,614.16	
Special-office service.							44,698.44	
Aggregate							41,335,872.25	

C.—Railroad service as in operation on the 30th of June, 1892.

(Note: No allowance is made for R. P. O. cars over terminal distances.)

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual payment.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MAINE.										
101001	Boundary Line (n. o.) and Presque Isle.	New Brunswick Rwy.	29.53	12	1,438.99	.....	1,438.99	48.73	.....
101002	Newport and Foxcroft.	.....	28.44	12	1,836.68	.....	1,836.68	64.12	.....
101003	Barnington and Brunswick.	Maine Central R. R.	67.83	14.9	6,973.10	.....	6,973.10	88.06	.....
101004	Belfast and Burnham Village.	.....	83.44	12	2,830.09	.....	2,830.09	84.66	.....
101005	Portland and Skowhegan.	.....	102.02	10.55	13,432.97	.....	13,432.97	131.67	.....
101006	Portland and Bangor.	.....	187.15	33.25	44,208.93	.....	57,708.93	322.34	100.00	
101007	Portland, Me., and Norton Mills, Vt.	Atlantic and St. Lawrence R. R.	166.04	24.59	27,239.20	.....	22,239.20	134.24	.....
101008	Portland, Me., and Rochester, N. H.	Portland and Rochester R. R.	55.83	10.94	7,399.14	.....	7,399.14	132.53	.....
101009	Milo Junction (n. o.) and Kath-din Iron Works.	Bangor and Piscataquis R. R.	18.96	12	811.39	.....	811.39	42.75	.....
101010	Portland, Me., and Fabyan House, N. H.	Maine Central R. R.	92.07	18.14	11,099.95	.....	11,099.95	120.56	.....
101011	Brunswick and Bath.	.....	9.21	28	1,425.33	.....	1,425.33	154.76	.....
101012	Bangor and Vanceboro.	.....	114.83	15.09	21,992.24	2,852.50	24,844.74	191.52	25.00	
101013	Bangor and Bucksport.	.....	20.53	12	1,614.88	.....	1,614.88	78.66	.....
101014	Old Town and Greenville Junction.	Bangor and Piscataquis R. R.	76.66	6	6,292.25	.....	6,292.25	82.08	.....
101015	Bath and Rockland.	Maine Central R. R.	50.33	12	6,713.01	.....	6,713.01	133.38	.....
101016	Houlton, Me., and New Brunswick Line (n. o.).	New Brunswick Rwy.	2.96	21	167.03	.....	167.03	56.43	.....
101017	Calais and Princeton.	Saint Croix and Penobscot R. R.	21.28	6	909.72	.....	909.72	42.75	.....
101018	Oakland and Bingham.	Somerset Rwy.	41.72	12	2,960.86	.....	2,960.86	70.97	.....
101019	Mechanic Falls and Gilbertville.	Portland and Rumford Falls Rwy.	27.45	11.57	1,736.76	.....	1,736.76	63.27	.....
101020	Farmington and Phillips.	Sandy River R. R.	18.37	15	957.99	.....	957.99	52.15	.....
101021	Lewiston and Lewiston Junction.	Lewiston and Auburn R. R.	5.50	18	239.86	.....	239.86	43.61	.....
101022	Bridgton Junction (n. o.) and Bridgton.	Bridgton and Saco River R. R.	16.28	12	807.32	.....	807.32	49.59	.....
101023	Monson Junction (n. o.) and Monson.	Monson R. R.	6.26	12	267.61	.....	267.61	42.75	.....
101024	Bangor and Mount Desert Ferry.	Maine Central R. R.	43.27	13	4,513.49	.....	4,513.49	104.31	.....
101025	Strong Station (n. o.) and Kingfield.	Franklin and Megantic R. R.	15.18	6	648.94	.....	648.94	42.75	.....
101026	Hardland and Pittsfield.	Sebasticock and Moosehead R. R.	8.51	12	363.80	.....	363.80	42.75	.....

			4. 07	34	100. 64	.....	190. 64	.....	42. 76	.....	Agreement.
101027	Kennebunk Port Station (n. o.) and Kennebunk Station (n. o.)	Boston and Maine R. R.									
101028	Kittery Junction (n. o.) and York Beach.	do	11. 28	13	482. 72	.....	482. 23	.....	42. 76	.....
101029	Vacant.										
101030	Greenville and Boundary Line (n. o.)	Canadian Pacific Rwy.	66. 30	6	600. 00	.....	600. 00	.....		
101031	Torus and Randolph.	Kennebec Central R. R.	5. 12	24. 58	223. 28	.....	223. 28	.....	43. 61	.....
101032	Phillips & Rangeley	Phillips and Rangeley R. R.	29. 25	6	598. 58	.....	598. 58	.....			Agreement.
			1, 328. 49		165, 035. 85	16, 382. 50	181, 388. 35				
NEW HAMPSHIRE.											
102001	Concord and Nashua.	The Concord and Montreal R. R.	35. 84	45. 30	9, 468. 93	875. 00	10, 343. 93	264. 20	25. 00		
102002	Concord and Portsmouth.	do	58. 86	10. 13	5, 385. 10		5, 385. 10	91. 49			
102003	Manchester and North Weare.	do	19. 86	12	866. 09		866. 09	43. 61			
102004	Hooksett and Centre Barnstead.	do	24. 68	12	1, 498. 32		1, 498. 32	60. 71			
102005	Beecher Falls and Coos.	Upper Coos R. R.	23. 72	12	990. 58		990. 58	43. 60			
102006	Groveton Junction (n. o.) and Concord.	The Concord and Montreal R. R.	145. 50	16. 71	20, 402. 01		20, 402. 01	140. 22			
102007	Fabyan House and Wing Road.	do	12. 56	9. 6	1, 041. 72		1, 041. 72	82. 94			
102008	Concord, N. H., and White River Junction, Vt.	Boston and Maine R. R.	89. 38	23. 22	13, 584. 80	1, 734. 50	15, 319. 10	185. 80	25. 00		
102009	Concord and Claremont Junction.	do	54. 54	14. 08	5, 027. 54		5, 027. 54	88. 92			
102010	Contoosook and Peterboro.	do	32. 73	15. 96	2, 238. 04		2, 238. 04	68. 40			
102011	Nashua and Keene.	do	56. 08	14. 25	4, 411. 25		4, 411. 25	78. 66			
102012	Rochester, N. H., and Worcester Station (n. o.), Mass.	do	94. 30	17. 33	12, 739. 00		12, 739. 00	135. 09			
102013	Dover and Alton Bay.	do	28. 36	12. 35	2, 618. 76		2, 618. 76	92. 84			
102014	Conway Junction (n. o.), Me., and North Conway, N. H.	do	71. 83	17. 53	9, 373. 97		9, 373. 97	129. 11			
102015	Wolfboro Junction and Wolfboro.	do	12. 06	13	515. 13		515. 13	42. 76			
102016	Portsmouth and Dover.	do	11. 65	18	498. 03		498. 03	42. 75			
102017	Fabyan House, N. H., and South Lunenburg, Vt.	Maine Central R. R.	20. 72	6	1, 629. 83		1, 629. 83	78. 66			
102018	Whitefield Junction (n. o.) and Meadwa.	The Concord and Montreal R. R.	8. 50	6	363. 37		363. 37	42. 75			
102019	Belmont and Tilton.	do	6. 82	13	291. 55		291. 55	42. 75			
102020	Franklin and Bristol.	do	13. 42	12	677. 03		677. 03	50. 43			
102021	Rollingford (n. o.) and Great Falls.	Boston and Maine R. R.	2. 67	27	148. 39		148. 39	55. 58			
102022	Plymouth and North Woodstock.	The Concord and Montreal R. R.	21. 00	8. 15	897. 75		897. 75	42. 75			
102023	Vacant.										
102024	Alton Bay and Lakeport.	do	17. 64	6	754. 11		754. 11	42. 75			
102025	Quebec Junction (n. o.) and North Stratford Station (n. o.)	Maine Central R. R.	32. 40	6	692. 55		692. 55	21. 87			
			876. 10		96, 013. 66	2, 609. 50	98, 623. 15				

REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars.	Remarks.
VERMONT.										
103001	Wilmington and Hoosac Tunnel Station (n. o.).	Hoosac Tunnel and Wilmington R. R.	24.45	6	1,045.23	42.75	1,045.23	42.75	25.00	R. P. O. Windsor to St. Albans, 134.5 miles.
103002	Windsor, Vt., and Rouse Point N. Y.	Central Vermont R. R.	158.77	25.13	23,454.59	3,362.50	32,819.09	185.53	25.00	
103003	Bellows Falls and Essex Junction.	do.	128.00	20.31	21,122.56	3,182.50	24,305.06	185.02	25.00	
103004	Bellows Falls and Windsor.	Sullivan County R. R.	25.50	24	6,668.65	629.25	6,297.90	222.30	25.00	
103005	Brattleboro and Bellows Falls.	Vermont Valley R. R. of 1871.	24.17	24	5,352.20	592.25	5,944.45	224.44	25.00	
103006	St. Albans and Canada Line (n. o.).	Central Vermont R. R.	17.45	18.5	1,596.50	1,596.50	1,596.50	91.49	.....
103007	St. Albans and Richmond.	do.	28.66	6	1,715.30	1,715.30	1,715.30	58.85	.....
103008	Leicester Junction, Vt., and Addison Junction, N. Y.	do.	15.63	6	668.18	668.18	668.18	42.75	.....
103009	Richford and Newport.	Canadian Pacific Rwy.	31.72	12	2,061.16	2,061.16	2,061.16	64.98	.....	R. P. O. White River Junction to New- port, 105.08 miles.
103010	White River Junction and Derby Line.	Boston and Maine R. R.	114.59	18.30	20,770.58	3,627.00	23,397.58	181.26	25.00	
103011	South Lunenburg and Swanton.	do.	117.70	6.89	9,963.30	.....	9,963.30	84.65	.....
103012	Wells River and Montpelier.	Montpelier and Wells River R. R.	38.85	13.51	3,155.78	.....	3,155.78	81.23	.....
103013	White River Junction and Woodstock.	Woodstock R. R.	14.44	12	716.07	.....	716.07	49.59	.....
103014	Burlington and Cambridge Junction (n. o.).	Central Vermont R. R.	34.39	12	2,264.23	.....	2,264.23	65.84	.....
103015	Rutland and Bennington.	Bennington and Rutland Rwy.	57.82	21.54	8,898.49	.....	8,898.49	153.90	.....
103016	Brattleboro and South London-derry.	Central Vermont R. R.	36.86	6	2,063.06	.....	2,063.06	57.29	.....
103017	Montpelier Junction (n. o.) and Williamstown.	do.	15.08	28.31	760.78	.....	760.78	50.45	.....
103018	North Bennington and State Line (n. o.).	Bennington and Rutland Rwy.	2.02	21	321.24	.....	321.24	156.03	.....
103019	Barre and Junction (n. o.)	Montpelier and Wells River R. R.	2.22	6	180.40	.....	180.40	42.75	.....
MASSACHUSETTS.										
104001	Boston, Mass., and Portland, Me.	Boston and Maine R. R.	109.35	47.81	46,654.17	10,839.00	57,493.17	428.65	100.00	

104003	Boston and West Lynn (n. o.)	do	12.42	21.43	552.19	44.48	
104003	Salem and Rockport	do	16.09	23	1,565.74	76.32	
104004	Salem and Marblehead	do	3.99	34	170.37	42.75	
104005	Salem and Lawrence	do	22.33	17.09	934.60	42.75	
104006	Franklin, Mass., and Valley Falls, R. E.	New York and New England	14.36	12	613.89	42.75	
104007	Salisbury and Amesbury	Boston and Maine R. R.	4.49	27	376.40	61.59	
104008	Wenham Depot and Essex	do	6.16	13	263.34	42.75	
104009	Lynn and Marblehead	do	6.38	19.49	436.39	68.40	
104010	Wakefield and Peabody	do	8.09	10.47	345.84	42.75	
104011	Boston, Mass., and Portland, Me.	do	116.83	35.01	28,274.14	25.00	
104012	Boston and Medford	do	5.32	38.02	268.39	50.45	
104013	Georgetown and Haverhill	do	7.32	22.36	312.93	42.75	
104014	Wakefield Junction (n. o.) and Newburyport	do	30.89	18.55	3,007.91	117.14	
104015	Newton Junction, N. H., and Merrimac, Mass.	do	4.85	21	207.33	42.75	
104016	Boston, Mass., and Nashua, N. H.	do	40.62	83.47	12,281.48	277.98	25.00
104017	Lowell and Lawrence	do	13.49	21	576.69	42.75	
104018	Winchester and Woburn	do	2.46	26.71	115.70	47.08	
104019	Somerville Station (n. o.) and North Billerica	do	19.52	21.77	984.78	50.45	
104020	Ayer and Lowell	do	16.55	13	990.51	59.85	For 48.70 miles to Fitchburg.
104021	Boston, Mass., and Troy, N. Y.	Fitchburg R. R.	189.92	42.89	38,443.33	203.49	For 189.22 miles, resi- due.
104022	Vacant						
104023	South Acton and Marlboro	do	12.69	25.03	598.81	47.03	
104024	Ayer, Mass., and Greenville, N. H.	do	23.96	12	1,720.80	71.82	
104025	Boston, Mass., and Albany, N. Y.	Boston and Albany R. R.	201.41	60.76	107,039.38	829.38	For 98.63 miles to Springfield.
104026	Milbury Junction (n. o.) and Milbury	do	3.25	13	138.92	42.75	For 102.47 miles, resi- due.
104027	Abundance Station (n. o.) and Newton Lower Falls	do	2.02	21	86.35	42.75	
104028	South Framingham and Milford	do	12.48	24	984.36	69.28	
104029	Pittsfield and North Adams	do	21.37	24	1,845.51	86.30	
104030	Palmer and Winchendon	do	15.84	13.84	2,143.62	42.75	
104031	North Brookfield and East Brookfield	do	4.53	27	209.15	46.17	
104032	Vacant						
104033	Cook Street Station (n. o.) and Bellingham	New York and New England	22.60	13.16	1,120.73	49.59	
104034	North Gratton Station (n. o.) and Milford	R. E.	16.44	24	1,054.29	64.13	
104035	Boston, Mass., and Providence, R. I.	Old Colony R. R.	43.98	118.57	19,806.39	375.35	75.00
104036	Boston and Dedham	do	9.74	45.61	641.28	65.84	

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
MASSACHUSETTS—continued.										
104037	Canton Junction (n. o.) and Stoughton.	Old Colony R. R.	3.94	30	252.67	252.67	252.67	84.13	25.00	
104038	Boston and South Braintree.	do.	11.86	190.32	2,477.18	281.50	2,758.68	308.09	25.00	
104039	South Braintree, Mass., and New York, R. I.	do.	61.35	37.11	9,886.85	579.75	9,916.60	152.19	25.00	For 23.19 miles, South Braintree to Middleboro.
104040	South Abington Station and Bridgewater.	do.	7.43	9.65	317.63	.....	317.63	42.75	.....
104041	Middleboro and Provincetown.	do.	86.98	14.70	13,959.00	2,141.25	16,100.25	151.60	25.00	
104042	Nantucket and Sacoconet.	Nantucket R. R.	11.49	13	1,093.95	49.59	1,093.95	49.59	.....
104043	Attleboro and Middleboro.	Old Colony R. R.	22.06	19.39	5,193.55	180.82	5,193.55	180.82	.....
104044	South Braintree and Fall River.	do.	39.70	38	2,042.78	114.57	2,042.78	114.57	.....
104045	Buzzards Bay and Woods Holl.	do.	17.83	22	3,004.33	112.86	3,004.33	112.86	.....
104046	South Braintree and Plymouth.	do.	26.62	37.86	318.00	.....	318.00	65.84	.....
104047	Sterling Junction and Pratt's Junction.	do.	4.83	18	.....	.....	.....	.....	.....
104048	Yarmouth Junction (n. o.) and Hyannis.	do.	3.54	24	166.48	.....	166.48	47.03	.....
104049	South Framingham and Lowell.	do.	29.44	12	3,322.59	.....	3,322.59	112.86	.....
104050	Fairhaven and Fremont Junction (n. o.).	do.	15.26	12	900.34	.....	900.34	59.00	.....
104051	New Bedford and Fitchburg.	do.	92.16	34.83	10,165.24	.....	10,165.24	110.30	.....
104052	East Thompson and Southbridge.	New York and New England R. R.	18.00	14.75	892.62	.....	892.62	49.59	.....
104053	Greenfield and Turners Falls.	Fitchburg R. R.	5.05	30	250.42	.....	250.42	49.59	.....
104054	New Bedford and Fall River.	Old Colony R. R.	14.90	18	636.97	.....	636.97	42.75	.....
104055	Fitchburg, Mass., and Bellows Falls, Vt.	Fitchburg R. R.	64.61	22.94	9,943.47	1,600.25	11,543.72	183.90	25.00	
104056	South Vernon Junction (n. o.), Mass., and Keene, N. H.	Connecticut River R. R.	23.93	12	1,759.57	.....	1,759.57	73.53	.....
104057	Worcester Station (n. o.) and Winchendon.	Fitchburg R. R.	36.42	14.17	3,394.35	.....	3,394.35	88.20	.....
104058	Winchendon and Peterboro.	do.	16.58	12	935.60	.....	935.60	54.43	.....
134059	Milford and Bellingham.	New York and New England R. R.	4.74	12	292.63	.....	292.63	42.75	.....
104060	Milford and Ashland.	do.	12.00	14.10	513.00	.....	513.00	42.75	.....
104061	Attleboro and North Attleboro.	Old Colony R. R.	4.62	36	285.29	.....	285.29	79.97	.....

For 10 miles, Brattleboro to South Vermont Junction.

		Central Vermont R. R.	121.80	21.53	16,101.18	350.00	16,351.18	132.53	25.00	
104062	Brattleboro, Vt., and New London, Conn.									
104063	Lawrence, Mass., and Manchester, N. H.	Manchester and Lawrence R. R.	37.04	19.73	2,542.11	.....	2,543.11	94.05	.....
104064	Braintree Junction (n. o.) and Kingston Station (n. o.)	Old Colony R. R.	32.20	24.53	3,441.53	.....	3,441.53	106.98	.....
104065	Atlantic and East Milton	do	2.30	18	98.33	.....	98.33	42.75	.....
104066	Spencer and South Spencer (n. o.)	Boston and Albany R. R.	2.18	30	109.98	.....	109.98	50.45	.....
104067	Springfield and South Vermont Junction (n. o.)	Connecticut River R. R.	51.98	41.02	12,921.78	1,299.50	13,921.28	242.82	25.00	
104068	Springfield and Athol	Boston and Albany R. R.	47.93	6	2,049.00	.....	2,049.00	42.75	.....
104069	Holyoke and Westfield	New York, New Haven and Hartford R. R.	10.54	15	450.58	.....	450.58	42.75	.....
104070	Ashburnham Junction (n. o.) and Ashburnham	Fitchburg R. R.	2.71	21	115.85	.....	115.85	42.75	.....
104071	Van Deusen and State Line	Housatonic R. R.	10.57	9.47	451.96	.....	451.96	42.75	.....
104072	Vacant	Old Colony R. R.	13.21	13.21	97.47	.....	97.47	42.75	.....
104073	Readville and Dedham	Boston and Albany R. R.	12.19	41.98	1,521.67	.....	1,521.67	124.83	.....
104074	Boston and Riverside Junction (n. o.)	New York and New England R. R.	5.95	14.82	254.36	.....	254.36	42.75	.....
104075	Bellingham and Franklin	Old Colony R. R.	7.81	14.28	333.87	.....	333.87	42.75	.....
104076	North Abington and Hanover	Connecticut River R. R.	3.50	6	149.62	.....	149.62	42.75	.....
104077	Mount Tom and Easthampton Station (n. o.)	Boston, Reverse Beach and Lynn R. R.	4.70	18	208.96	.....	208.96	44.46	.....
104078	Boston and Winthrop	do	1.80	18	76.95	.....	76.95	42.75	.....
104079	Winthrop Junction (n. o.) and Reverse	Boston and Maine R. R.	104.04	13.46	7,917.44	.....	7,917.44	76.10	.....
104080	Boston and Northampton	Old Colony R. R.	7.04	12	307.01	.....	307.01	43.61	.....
104081	Chatham Station (n. o.) and Harwick Junction (n. o.)	Boston and Maine R. R.	8.50	6	363.37	.....	363.37	42.75	.....
104082	Lowell Junction (n. o.) and Lowell Station (n. o.)	New York, New Haven and Hartford R. R.	23.88	6	500.00	.....	500.00	.....	.....	Agreement.
104083	Northampton and Shelburne Falls	Old Colony R. R.	5.79	6	.....	.....	.....	.....	.....	Pay not fixed.
104084	Walpole Junction (n. o.) and Wrentham	Boston and Maine R. R.	2.52	6	131.44	.....	131.44	52.16	.....
104085	Montreal Junction (n. o.) and Stonham		2,210.89	.....	448,574.48	65,041.25	513,615.73	.....	.....
RHODE ISLAND.										
105001	Providence, R. I., and Worcester Station (n. o.), Mass.	New York, Providence and Boston R. R.	43.40	45.46	6,159.76	.....	6,159.76	141.93	.....
105002	Providence, R. I., and New London, Conn.	do	64.21	53.94	18,226.64	4,815.75	23,042.39	283.86	75.00	
105003	Providence, R. I., and Willimantic, Conn.	New York and New England R. R.	58.56	19.27	4,906.74	4,906.74	83.79	

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RHODE ISLAND—continued.									
105004	Providence and Bristol.....	Providence, Warren and Bristol R. R.	15.42	31.33	1,437.14	1,437.14	83.20	
105005	Warren, B. I., and Fall River, Mass.....	Fall River, Warren and Providence R. R.	9.14	21.00	742.44	742.44	81.23	.....
105006	Providence and Pascoag.....	Providence and Springfield R. R.	23.24	12.00	1,828.05	1,828.05	78.66	.....
105007	Kingston Depot (n. o.) and Narragansett Pier.....	Narragansett Pier R. R.	8.50	12.00	516.03	516.03	60.71	.....
105008	Auburn Station (n. o.) and Hope.....	New York, Providence and Boston R. R.	10.65	23.38	528.13	528.13	49.59	.....
105009	Wood River Junction (n. o.) and Hope Valley.....	Wood River Branch R. R.	5.71	13.00	244.10	244.10	42.75	.....
105010	Auburn Station (n. o.) and Warwick.....	New York, Providence and Boston R. R.	7.58	12.00	324.04	324.04	42.75	.....
105011	Woonsocket and Harrisville.....	New York and New England R. R.	10.46	6	.....	.....	.....	.....	Pay not fixed.
CONNECTICUT.									
106001	Norwich, Conn., and Worcester Station (n. o.) Mass.....	New York and New England R. R.	59.16	26.50	5,361.67	5,361.67	90.63	.....
106002	New Britain and Berlin Junction (n. o.).....	New York, New Haven and Hartford R. R.	3.00	27.00	153.90	153.90	51.30	.....
106003	Middletown and Berlin Depot (n. o.).....	.....do.....	11.26	24.00	548.81	548.81	48.74	.....
106004	New Haven and New London.....	.....do.....	51.71	44.10	15,120.52	19,707.82	292.41	90.00	For 73.23 miles to New Haven.
106005	New York, N. Y., and Springfield, Mass.....	.....do.....	135.73	94.04	145,757.73	176,101.13	1,073.88	175.00	For 62.50 miles, residual.
106006	Waterbury and Watertown.....	.....do.....	6.15	12.00	262.91	262.91	42.75	.....
106007	Boston, Mass., and Hopewell Junction, N. Y.....	New York and New England R. R.	214.64	26.79	41,165.30	41,165.30	191.53	.....
106008	Vernon and Melrose.....	.....do.....	13.15	12.73	562.16	562.16	42.75	.....
106009	New Canaan Station (n. o.) and Stamford Station (n. o.).....	New York, New Haven and Hartford R. R.	7.65	24.00	399.02	399.02	53.16	.....

106010	New Haven, Conn., and Willamington, Mass.	do	28.31	30.45	11,014.37	139.11	
106011	Bridgeport and Winsted	do	62.24	23.57	8,335.09	134.34	
106012	Bridgeport, Conn., and Pittsfield, Mass.	Housatonic R. R.	111.13	30.57	14,922.51	133.85	
106013	South Norwalk and Danbury	do	22.43	43.09	2,339.87	104.31	
106014	New Haven and Willimantic	New York, New Haven and Hartford R. R.	54.66	33.44	9,205.34	168.44	
106015	Hartford and Saybrook Point	do	48.12	19.25	5,441.69	117.99	
106016	Hartford, Conn., and Springfield, Mass.	New York and New England R. R.	33.20	12.00	2,450.42	76.10	
106017	New Haven and Ansonia	New Haven and Derby R. R.	13.45	31.00	954.54	70.97	
106018	Hartford, Conn., and Rhinecliff, N. Y.	Central New England and Western R. R.	110.36	11.02	8,964.54	81.23	
106019	Litchfield and Hawleyville	Shepaug, Litchfield and Northern R. R.	32.86	7.75	1,910.48	58.14	
106020	Turnerville and Colchester	New York, New Haven and Hartford R. R.	4.09	24.00	174.84	43.75	
106021	Farmington Station (n. o.) and New Hartford	do	14.26	17.60	1,246.23	87.21	
106022	Danbury and Brookfield Junction (n. o.)	Housatonic R. R.	5.80	27.00	272.77	47.03	
106023	Branchville and Ridgefield	do	4.82	24.00	134.08	42.75	
106024	Venant	New York, New Haven and Hartford R. R.	4.78	24.00	212.51	44.40	
106025	Windor Locks and Suffield	Housatonic R. R.	14.24	19.40	779.21	54.72	
106026	Birmingham and Botsford		1,121.02		277,660.81	312,691.66	
NEW YORK.							
107001	New York and Dunkirk	New York, Lake Erie and Western R. R.	459.92	32.94	133,307.81	164,974.61	80.00 40.00
107002	Tallman and Sparkill	do	12.87	13.18	550.19	42.75	
107003	Buffalo and Suspension Bridge	do	27.12	30.5	3,339.01	123.13	
107004	Newburg and Greyhound	do	19.00	26.44	1,754.46	92.34	
107005	Rochester and Corning	do	85.26	23.19	13,683.14	143.64	
107006	Mount Morris and Attica	do	50.89	13	4,786.21	94.05	
107007	Dresden and Pen Yan	do	6.55	12	280.01	42.75	
107008	Buffalo and Hornellsville	Fall Brook Coal Company	92.47	35.69	22,586.04	204.35	
107009	Gothen and Montgomery	New York, Lake Erie and Western R. R.	10.49	12	717.51	68.40	
107010	Gothen and Pine Island	do	11.89	12	508.29	42.75	
107011	New York and Buffalo	New York Central and Hudson River R. R.	439.52	81.90	919,932.94	2,132,252.94	500.00 450.00
107012	Troy and Schenectady	do	21.35	21	1,807.27	84.65	
107013	Syracuse and Rochester	do	164.09	22.41	19,579.33	183.10	
107014	Canandaigua and Tonawanda	do	37.34	6	4,555.65	52.16	

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

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NEW YORK—continued.										
107015	Tonawanda and Lockport Junc. (n. o.).	New York Central and Hudson River R. R.	12.01	24	1,057.72	1,057.72	88.07	Dollars.	
107016	Buffalo and Lewiston.....	do.	28.73	84.49	7,320.71	.....	7,320.71	246.24	.....
107017	New York (155th st.) and Brewster.	New York and Northern Rwy.	54.72	12	3,368.56	.....	3,368.56	61.56	.....
107018	Rochester and Niagara Falls.....	New York Central and Hudson River R. R.	77.52	28.59	12,858.24	.....	12,858.24	165.87	.....
107019	Dunkirk, N. Y., and Titusville, Pa.	do.	91.27	11.30	7,569.93	.....	7,569.93	82.94	.....
107020	Albany Junction (n. o.) and Troy.	Delaware and Hudson Canal Company.	5.86	23	851.95	.....	851.95	162.45	.....
107021	Rochester and Charlotte.....	New York Central and Hudson River R. R.	9.41	6	402.27	.....	402.27	42.75	.....
107022	New York and Chatham.....	do.	127.06	17.65	14,893.80	.....	14,893.80	117.14	.....
107023	Goldens Bridge and Mahopac.....	do.	7.28	15	311.23	.....	311.23	42.75	.....
107024	Eagle Bridge, N. Y., and Rutland, Vt.	Delaware and Hudson Canal Company.	62.90	14.60	5,465.50	.....	5,465.50	87.21	.....
107025	Schenectady and Ballston Spa.....	do.	15.24	18	703.63	.....	703.63	46.17	.....
107026	Albany and Moores.....	do.	188.66	21.61	85,971.80	.....	85,971.80	390.67	.....
107027	Coltskill and Cherry Valley.....	do.	22.86	12	1,034.01	.....	1,034.01	45.82	.....
107028	Albany and Binghamton.....	do.	143.23	28.34	20,295.47	.....	20,295.47	141.08	.....
107029	Plattsburg and A. o. Sable Forks.....	do.	23.51	6	1,005.05	.....	1,005.05	42.75	.....
107030	Quaker Street and Schenectady.....	do.	15.40	12	658.25	.....	658.25	42.75	.....
107031	Shueveh Junction, N. Y., and Jefferson Junction (n. o.), Pa.	do.	22.01	7.17	1,268.56	.....	1,268.56	59.00	.....
107032	Fort Edward and Lake George.....	do.	15.51	25.52	1,087.40	.....	1,087.40	70.11	.....
107033	West Chazy and Rouses Point.....	do.	14.88	13	2,468.14	.....	2,468.14	165.87	.....
107034	Oswego and Richland.....	New York Central and Hudson River R. R.	23.02	21.93	2,927.53	.....	2,927.53	100.89	.....
107035	Watertown and Cape Vincent.....	do.	25.77	16	1,454.20	.....	1,454.20	58.43	.....
107036	Rome and Ogdensburg.....	do.	142.27	19.49	21,287.86	.....	21,287.86	149.63	.....
107037	Syracuse and Pulaski.....	do.	88.61	12	3,138.29	.....	3,138.29	81.23	.....
107038	Oswego and Suspension Bridge.....	do.	151.12	12	16,698.57	.....	16,698.57	109.44	.....
107039	Watertown and Sacketts Harbor.....	do.	12.46	13	632.66	.....	632.66	42.75	.....
107040	Chemango Forks and Norwich.....	Delaware, Lackawanna and Western R. R.	30.38	19	2,065.03	.....	2,065.03	100.89	.....
107041	Utica and Norwich.....	do.	54.05	33.50	6,562.21	.....	6,562.21	121.41	.....
107042	Oswego and Ithaca.....	do.	85.63	6	2,955.15	.....	2,955.15	82.94	.....
107043	Richfield Junction (n. o.) and Richfield Springs.....	do.	22.01	15	1,486.77	.....	1,486.77	67.55	.....

107044	Minerva and Oyster Bay.....	14. 01	15	849. 42	108 1
107045	Long Island R. R.	94. 71	23, 30	12, 228. 00	12, 228. 00
107046	do do	32. 46	12	2, 914. 25	40. 78
107047	Hicksville and Echo.....	1. 48	13	63. 37	40. 75
107048	Conesus Lake Junction (n. o.) and Lakeville.....				
107049	Owego and Cornell Station (n. o.).....	374. 43	10. 44	26, 747. 71	97. 47
107050	Wellsville and Eldred.....	33. 15	13	1, 984. 02	59. 85
107051	Walton and Delhi.....	17. 05	19	936. 27	52. 10
107052	Clinton and Rome.....	13. 87	12	584. 30	42. 75
107053	Moira and Tupper Lake.....	58. 55	9. 19	2, 417. 51	42. 75
107054	Rouses Point and Ogdensburg.....	119. 19	15	12, 535. 21	105. 17
107055	Chatham, N. Y., and Benningburg, Vt.....	57. 62	13	3, 586. 64	62. 43
107056	Schoharie and Middleburg.....	6. 50	18	294. 58	45. 32
107057	Schoharie Junction (n. o.) and Schoharie Station (n. o.).....	4. 98	18	280. 98	57. 29
107058	Ution and Randallville.....	31. 40	10. 55	2, 523. 61	80. 37
107059	Buffalo, N. Y., and Emporium, Pa.....	121. 95	14. 06	13, 903. 06	714. 57
107060	Vacant.....				
107061	Hart Lot' and Skaneateles.....	5. 18	18	230. 30	44. 46
107062	Buffalo, N. Y., and Corry, Pa.....	92. 62	19	10, 166. 19	103. 59
107063	New York (foot of Whitehall street), and Mariners Harbor.....	9. 80	30	1, 114. 45	113. 72
107064	Canandaigua and Elmira.....	69. 99	19	10, 592. 28	151. 34
107065	Syracuse and Oswego.....	35. 62	31	5, 573. 46	156. 47
107066	Syracuse and Binghamton.....	80. 79	25. 98	11, 604. 67	143. 64
107067	Rouses Point and Canada Line (n. o.).....	1. 00	13	232. 56	145. 36
107068	Nierville and Hudson.....	18. 58	18	857. 83	46. 17
107069	Saint George (n. o.) and Tottenville.....	15. 45	30	885. 13	57. 29
107070	Hudson and Chatham.....	17. 53	18	749. 40	42. 75
107071	Silver Lake Junction (n. o.) and Perry.....	8. 33	12	398. 84	47. 98
107072	Syracuse and Earlville.....	44. 52	11. 63	2, 474. 42	55. 58
107073	Lyons, N. Y., and Sayre, Pa.....	92. 16	8. 48	8, 274. 12	89. 78
107074	Rondont and Hobart.....	78. 23	12	7, 959. 90	101. 76
107075	Vails Gate Junction (n. o.) and Newburg Junction (n. o.).....	12. 60	21. 10	592. 57	47. 03
107076	Elmira and Cortland.....	71. 01	10. 12	5, 889. 56	82. 94
107077	Vacant.....				

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termin.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW YORK—continued.										
107077	Saratoga Springs and Schuylersville.	Boston, Hoosac Tunnel and Western Rwy.	12.97	12	565.62	.....	565.62	43.61	.....
107078	Port Jervis and Monticello	Port Jervis, Monticello and New York R. R.	24.56	6	1,091.93	.....	1,091.93	44.40	.....
107079	Poughkeepsie and Boston Corner.	New York and Massachusetts Rwy.	37.11	7.14	1,713.36	.....	1,713.36	46.17	.....
107080	Canastota and Cortland.....	Elmira, Cortland and Northern R. R.	49.27	8.96	4,296.83	.....	4,296.83	87.21	.....
107081	Fonda and Northville	Fonda, Johnstown and Gloversville R. R.	26.82	16.49	2,109.66	.....	2,109.66	78.66	.....
107082	Johnsonville and Greenwich.....	Greenwich and Johnsonville Rwy.	15.19	18	740.36	.....	740.36	48.74	.....
107083	Montgomery and Kingston.....	Walkill Valley R. R.	33.11	10.95	2,236.59	.....	2,236.59	67.55	.....
107084	Sayre, Pa., and North Fair Haven, N. Y.	Lehigh Valley R. R.	118.12	16.24	12,321.09	.....	12,321.09	104.81	.....
107085	Dutchess Junction and Millerton.	Newburg, Dutchess and Connecticut R. R.	53.17	8.27	4,128.32	.....	4,128.32	70.97	.....
107086	Cooperstown and Cooperstown Junction (n. o.)	Cooperstown and Charlotte Valley R. R.	16.53	12	1,031.80	.....	1,031.80	62.42	.....
107087	Utica and Watertown.....	New York Central and Hudson River R. R.	91.72	18	13,410.88	.....	13,410.88	146.21	.....
107088	Carthage and Ogdensburg	do	60.81	12	7,486.92	.....	7,486.92	123.12	.....
107089	Albany and Utica.....	Lehigh Valley R. R.	43.76	9.93	2,620.22	.....	2,620.22	59.85	.....
107090	Saratoga Springs and North Creek.	Northern Central Rwy.	33.89	8.93	1,448.79	.....	1,448.79	42.78	.....
107091	Salem Point and Stanley.....	New York Lake Erie and Western R. R.	69.21	13.5	6,568.72	.....	6,568.72	94.91	.....
107092	Buffalo and Jamestown.....	do	13.72	12	586.95	.....	586.95	42.75	.....
107093	Middletown and Pine Bush.....	Long Island R. R.	98.93	13.80	12,086.17	.....	12,086.17	122.27	.....
107094	Long Island City and Sag Harbor.	do	11.36	39.81	893.57	.....	893.57	78.66	.....
107095	Saratoga Springs and North Creek.	Adirondack Rwy.	58.55	8.27	4,255.41	.....	4,255.41	72.98	.....
107096	Bath and Hammondport	Bath and Hammondport R. R.	9.60	18	467.90	.....	467.90	48.74	.....
107097	Silver Lake Junction (n. o.) and Silver Springs.	Buffalo, Rochester and Pittsburgh Rwy.	1.12	12	57.45	.....	57.45	51.30	.....
107098	Whitehall, N. Y., and Castleton, Vt.	Delaware and Hudson Canal Company.	14.03	12	1,799.35	.....	1,799.35	128.25	.....
107099	Crown Point and Hammondville ..	Crown Point Iron Company's R. R.	11.95	12	510.86	.....	510.86	42.75	.....

107100	Valley Stream and Far Rockaway	Long Island R. R.	8.48	18	257.72	257.72	47.03
107101	Sidney and Edinboro	New York, Ontario and Western Rwy.	33.29	10.67	2,071.96	2,071.96	62.42
107102	Rochester and Salamanca	Buffalo, Rochester and Pittsburgh Rwy.	109.10	17.13	8,903.81	8,903.81	82.06
107103	Corning and Lyons	Fall Brook Coal Company	73.80	13.63	4,539.43	4,539.43	77.81
Service between Corning and Lyons, 14.40 miles, with out pay until June 30, 1893.							
107104	New City and Nanuet Junction (n. o.)	New Jersey and New York R. R.	4.59	15	104.23	104.23	42.75
107105	Plattsburg and Saranac Lake	Chateaugay R. R.	73.73	11.43	5,043.13	5,043.13	68.40
107106	Albany and Troy	New York Central and Hudson River R. R.	7.23	84.64	1,920.68	1,520.68	210.33
107107	Mechanicsville and Reynolds	Boston, Hoosac Tunnel and Western Rwy.	4.75	6	203.06	203.06	42.76
107108	Binghamton and Buffalo	Delaware, Lackawanna and Western R. R.	203.55	26.27	37,149.49	37,149.49	133.38
107109	New Rochelle, N. Y., and Jersey City, N. J. (P. & R. R. station)	New York, New Haven and Hartford, R. R.	24.13	37	4,332.54	4,332.54	179.55
107110	De Kalb Junction and Norwood	New York Central and Hudson River R. R.	25.48	15	2,570.67	2,570.67	100.89
107111	Mineola and Hempstead	Long Island R. R.	3.43	21	146.63	146.63	42.75
107112	Stewart Junction (n. o.) and Babylon	do	21.03	9	1,402.49	1,402.49	66.69
107113	Summitville and Ellenville	New York, Ontario and Western Rwy.	8.66	18	436.89	436.89	50.45
107114	Vacant						
107115	Theresa Junction (n. o.) and Clayton	New York Central and Hudson River R. R.	16.23	12	707.79	707.79	43.61
107116	Hoosac Junction (n. o.) and State Line (n. o.)	Fitchburg R. R.	5.04	25	810.12	810.12	160.74
107117	Manor Junction (n. o.) and Eastport Junction (n. o.)	Long Island R. R.	5.43	6	232.13	232.13	42.75
107118	Phœnix and Hunter	Stony Clove and Catskill Mountain R. R.	14.83	12	760.77	760.77	51.30
107119	Herkimer and Poland	Herkimer, Newport and Poland Narrow Gauge Rwy.	17.04	18	815.87	815.87	47.88
107120	Whitestone Junction (n. o.) and Thomaston	Long Island R. R.	7.26	18	422.09	422.09	58.14
107121	Mechanicsville and Schuylersville Junction (n. o.)	Boston, Hoosac Tunnel and Western Rwy.	15.05	12	746.32	746.32	49.59
107122	Addison, N. Y., and Galeton, Pa.	Western Rwy.	46.56	12.97	3,184.70	3,184.70	68.40
107123	Rochester and Hinsdale	Western New York and Pennsylvania R. R.	101.75	7.40	6,785.70	6,785.70	68.60
107124	Brooklyn and Jamaica	Long Island R. R.	9.58	42	589.74	589.74	61.56
107125	Hopewell Junction and Fishkill-on-the-Hudson	New York and New England R. R.	13.08	9.5	1,151.83	1,151.83	88.06
107126	Buffalo and Black Rock (n. o.) (N. Y. C. and H. R. R. station)	Grand Trunk Rwy. of Canada	4.59	9	196.22	196.22	42.75

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
NEW YORK—continued.										
107127	Bradford Junction (n. o.), N. Y., and Wadsworth, Pa.	Buffalo, Rochester and Pittsburgh Rwy.	131.96	12	7,612.74	7,612.74	7,612.74	62.42	.....	.....
107128	Hay's Corners and Willard.....	Lehigh Valley R. R.	5.70	16.11	243.67	243.67	243.67	42.75	.....	.....
107129	New York (foot of 42d street) and Albany.	New York Central and Hudson River R. R.	142.87	21.71	18,690.25	18,690.25	18,690.25	180.82	.....	.....
107130	Buffalo (Exchange street station) and West.	Buffalo, Rochester and Pittsburgh Rwy.	49.25	12	3,200.25	3,200.25	3,200.25	64.98	.....	.....
107131	Kaaterskill Junction (n. o.) and Kaaterskill.	Kaaterskill R. R.	8.00	12.5	848.88	848.88	848.88	43.61	.....	.....
107132	Fort Covington and Massena Springs.	The United States and Canada R. R.	22.16	6	500.00	500.00	500.00	.....	.....	Agreement.
107133	Hatfield and New Wood.....	New York Central and Hudson River R. R.	13.54	12	578.83	578.83	578.83	42.75	.....	.....
107134	Harrisville and Carthage.....	Carthage and Adirondack Rwy.	21.71	12	928.10	928.10	928.10	42.75	.....	.....
107135	Jamestown and Chautauqua.....	Chautauqua Lake Rwy.	28.09	12	1,200.84	1,200.84	1,200.84	42.75	.....	.....
107136	Windsor Beach (n. o.) and Rochester.	New York Central and Hudson River R. R.	8.30	24.5	645.82	645.82	645.82	77.81	.....	.....
107137	Cornwall Junction (n. o.) and New York (foot of Jay street).	New York Ontario and Western Rwy.	57.57	13	1,427.16	1,427.16	1,427.16	24.79	.....	Lap service.
107138	Fulton and Woodard Junction (n. o.).	New York Central and Hudson River R. R.	17.43	12	745.13	745.13	745.13	42.75	.....	.....
107139	Summitville and Huguenot Junction (n. o.).	Port Jervis, Monticello and New York R. R.	17.56	6	750.69	750.69	750.69	42.75	.....	.....
107140	Prattsburg and Kanona.....	Kanona and Prattsburg R. R.	12.66	12	541.21	541.21	541.21	42.75	.....	.....
107141	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
107142	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
107143	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
107144	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....	.....
107145	Munroe Mines and Baldwin Place.	New York and Northern Rwy.	3.97	6	169.71	169.71	169.71	42.75	.....	.....
107146	Bombay and Mohr.....	Central Vermont R. R.	9.32	6	398.43	398.43	398.43	42.75	.....	.....
107147	Glendale Junction (n. o.) and Oceanus.	New York and Rockaway Beach Rwy.	9.72	12	415.53	415.53	415.53	42.75	.....	.....
107148	Catskill, N. Y., and Scranton, Pa.	New York Ontario and Western Rwy.	54.47	6	1,200.00	1,200.00	1,200.00	.....	.....	Agreement.
107149	Cayuga and Cayuga Junction (n. o.).	Lehigh Valley R. R.	3.62	6	154.75	154.75	154.75	42.75	.....	.....

107120	107151	107163	107163	107164	107165	NEW JERSEY.	109001	109002	109003	109004	109005	109006	109007	109008	109009	109010	109011	109012	109013	109014	109015	109016	109017	109018	109019	109020	109021	109022
Benson Mines and Harrisville.....	Wellsville and Genesee Fork	Delanco Junction (n. o.) and Thom- derry.....	Hobart and Bloemville	Coevans Junction and Fallers Station.....	Janestown and D., A. V. & P. Station (n. o.).....		New York, N. Y., and Easton, Pa.	Somerville and Flemington.....	Elizabethport (n. o.) and Bayhead Junction (n. o.).....	New York, N. Y., and Philadel- phia, Pa.	Camden and South Amboy	Camden and Pemberton	Burlington and Lumberton	Trenton and Manunka Chumk (n. o.).....	Lambertville and Flemington	East Millesstone and New Bruns- wick.....	Rocky Hill and Monmouth Junc- tion (n. o.).....	Kinkora and Jullustown	Hoboken, N. J., and Easton, Pa.	Dover and Chester.....	Philadelphia, Pa., and Atlantic City, N. J.	Vacant.....	Jersey City, N. J., and Nysack, N. Y.	Easton, Pa., and West Newark Junction (n. o.), N. J.	Newfield and Atlantic City.....	Pleasantville and Somers Point.....	Elmer and Salom	Woodbury and Riddleton Junc- tion (n. o.).....
32.45	11.89	1.76	9.23	19.47	6.890.03		74.20	15.91	50.51	90.63	61.20	25.65	10.35	67.90	12.47	8.49	6.83	9.80	84.38	14.08	59.59	28.58	63.90	34.68	17.71	22.19		
6	6	15	6	6			25.72	21	32.31	193.80	19.42	27.94	27.94	30.38	18	12	12	12	12	12	28.08	27.50	32.16	12	12	12	21.51	
600.00	480.92	74.81	576.13		1,650,894.09		11,673.14	748.24	9,015.20	38,269.50	6,122.44	2,390.58	442.46	8,531.78	543.81	862.94	291.55	418.95	12,322.57	600.63	6,572.77	2,248.10	10,817.63	1,478.29	318.48	878.23	1,290.12	
600.00	480.92	74.81	576.13		1,650,894.09		11,673.14	748.24	9,015.20	38,269.50	6,122.44	2,390.58	442.46	8,531.78	543.81	862.94	291.55	418.95	12,322.57	600.63	6,572.77	2,248.10	10,817.63	1,478.29	318.48	878.23	1,290.12	
600.00	480.92	74.81	576.13		1,650,894.09		11,673.14	748.24	9,015.20	38,269.50	6,122.44	2,390.58	442.46	8,531.78	543.81	862.94	291.55	418.95	12,322.57	600.63	6,572.77	2,248.10	10,817.63	1,478.29	318.48	878.23	1,290.12	
600.00	480.92	74.81	576.13		1,650,894.09		11,673.14	748.24	9,015.20	38,269.50	6,122.44	2,390.58	442.46	8,531.78	543.81	862.94	291.55	418.95	12,322.57	600.63	6,572.77	2,248.10	10,817.63	1,478.29	318.48	878.23	1,290.12	
600.00	480.92	74.81	576.13		1,650,894.09		11,673.14	748.24	9,015.20	38,269.50	6,122.44	2,390.58	442.46	8,531.78	543.81	862.94	291.55	418.95	12,322.57	600.63	6,572.77	2,248.10	10,817.63	1,478.29	318.48	878.23	1,290.12	
600.00	480.92	74.81	576.13		1,650,894.09		11,673.14	748.24	9,015.20	38,269.50	6,122.44	2,390.58	442.46	8,531.78	543.81	862.94	291.55	418.95	12,322.57	600.63	6,572.77	2,248.10	10,817.63	1,478.29	318.48	878.23	1,290.12	
600.00	480.92	74.81	576.13		1,650,894.09		11,673.14	748.24	9,015.20	38,269.50	6,122.44	2,390.58	442.46	8,531.78	543.81	862.94	291.55	418.95	12,322.57	600.63	6,572.77	2,248.10	10,817.63	1,478.29	318.48	878.23	1,290.12	
600.00	480.92	74.81	576.13		1,650,894.09		11,673.14	748.24	9,015.20	38,269.50	6,122.44	2,390.58	442.46	8,531.78	543.81	862.94	291.55	418.95	12,322.57	600.63	6,572.77	2,248.10	10,817.63	1,478.29	318.48	878.23	1,290.12	
600.00	480.92	74.81	576.13		1,650,894.09																							

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEW JERSEY—continued.										
100023	Monmouth Junction and Sea Girt (n. o.).	Pennsylvania R. R.	33.57	12.25	2,310.24	2,310.24	2,310.24	65.84		
100024	Jersey City and Haverstraw	New Jersey and New York R. R.	41.70	18	2,679.99	2,679.99	2,679.99	64.13		
100025	Waterloo and Franklin Furnace ..	Delaware, Lackawanna and Western R. R.	23.49	19.73	1,486.21	1,486.21	1,486.21	63.27		
100026	Highlands and Whiting	Central R. R. Co. of New Jersey	41.70	16.76	2,965.12	2,965.12	2,965.12	70.97		
100027	Newark and Mont Clair	Delaware, Lackawanna and Western R. R.	6.60	21	423.25	423.25	423.25	64.13		
100028	Hoboken and Denville	do	34.80	38.44	5,908.64	5,908.64	5,908.64	169.29		
100029	Whiting and Atsion	Central R. R. Co. of New Jersey	24.35	6	1,165.87	1,165.87	1,165.87	47.88		
100030	Newark and Paterson	New York, Lake Erie and Western R. R.	11.40	27	545.83	545.83	545.83	47.88		
100031	Atsion and Bridgeton	Central R. R. Co. of New Jersey	37.87	6	1,674.80	1,674.80	1,674.80	44.46		
100032	Whiting and Tuckerton	Tuckerton R. R.	29.56	12	1,531.41	1,531.41	1,531.41	52.16		
100033	Bridgeton and Bivalve	Central R. R. Co. of New Jersey	21.68	13	1,851.84	1,851.84	1,851.84	64.13		
100034	Jersey City, N. J., and Greenwood Lake, N. Y.	New York and Greenwood Lake Rwy.	43.37	18.64	2,977.66	2,977.66	2,977.66	61.66		
100035	Atco and Mullica Hill	Atlantic City R. R.	24.91	12.87	1,064.89	1,064.89	1,064.89	42.75		
100036	Summit and Bernardsville	Delaware, Lackawanna and Western R. R.	14.96	16	637.57	637.57	637.57	42.75		
100037	Jersey City, N. J., and Middle-town, N. Y.	New York, Susquehanna and Western R. R.	89.50	17.31	6,887.02	6,887.02	6,887.02	76.96		
100038	Rahway and Perth Amboy	Pennsylvania R. R.	7.45	26.86	477.76	477.76	477.76	64.13		
100039	Woodbury and Pumps Grove	Delaware River R. R.	20.31	15	897.71	897.71	897.71	46.17		
100040	High Bridge and Rockaway	Central R. R. Co. of New Jersey	80.69	6	1,311.99	1,311.99	1,311.99	42.75		
100041	Canden and Cape May	West Jersey R. R.	82.17	38.79	10,749.47	10,749.47	10,749.47	180.82		
100042	Beech Haven and Manahawkin	Pennsylvania R. R.	12.48	6	553.53	553.53	553.53	43.75		
100043	Madawan Stations (n. o.) and Freehold	Central R. R. Co. of New Jersey	12.72	80	728.72	728.72	728.72	57.29		
100044	Trenton and Trenton Junction	Philadelphia and Reading R. R.	4.28	18	182.97	182.97	182.97	42.75		
100045	Haddonfield and Medford	Canden and Atlantic R. R.	11.99	21	512.57	512.57	512.57	42.75		
100046	Bordentown and Trenton	Pennsylvania R. R.	6.17	40	396.68	396.68	396.68	64.13		
100047	Sea Isle City and Avalon	West Jersey R. R.	4.02	13	171.85	171.85	171.85	42.75		
100048	Branchville Junction (n. o.) and Branchville	Delaware, Lackawanna and Western R. R.	6.87	13	299.58	299.58	299.58	47.03		
100049	Easton and Red Bank	Central R. R. Co. of New Jersey	4.13	15.33	239.55	239.55	239.55	55.59		
100050	Manchester and Barnegat	do	23.80	15	653.32	653.32	653.32	43.75		

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PENNSYLVANIA.										
110001	Philadelphia and Pittsburg	Pennsylvania R. R.	258.60	61.55	\$654,856.85	\$59,120.00	\$815,475.85	\$1,856.21	\$450.00	R. P. O., 8.23 miles, Park Junction (n.o.) to West Falls (n.o.) (Phila., Pa.).
111002	Philadelphia and Pottsville	Philadelphia and Reading R. R.	93.02	41.37	16,065.46	80.75	16,146.23	172.71	25.00	
110003	Philadelphia and West Chester	Philadelphia, Wilmington and Baltimore R. R.	27.78	37.36	3,752.80	.....	3,752.80	135.09	.....
110004	Philadelphia and Bethlehem	Philadelphia and Reading R. R.	56.01	68.69	10,775.20	142.75	10,917.95	192.88	25.00	R. P. O., 5.71 miles, Wyndhurst (n.o.) to Philadelphia (Phila., Pa.) to Jenkintown, Pa.
110005	Philadelphia and Norristown	do	16.19	64.5	1,716.46	.....	1,716.46	104.02	.....
110006	Sunbury and Williamsport	Pennsylvania R. R.	41.06	24.50	10,863.16	1,588.00	12,541.16	286.76	40.00	
110007	Bridgeport and Exton	Philadelphia and Chester Valley R. R.	16.93	12	723.75	.....	723.75	42.75	.....
110008	Chester, Pa., and Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.	58.14	17	5,268.22	.....	5,268.22	90.63	.....
110009	Honesdale and Lackawanna	Baltimore R. R.	24.89	12	1,681.31	.....	1,681.31	67.55	.....
110010	Easton, Pa., and Waverly, N. Y.	New York, Lake Erie and Western R. R.	205.56	30.66	84,696.23	.....	84,696.23	165.87	.....
110011	Penn Haven Junction (n.o.) and Mount Carmel.	Lehigh Valley R. R.	48.20	12.72	2,555.08	.....	2,555.08	53.01	.....
110012	Hasle Creek Junction (n.o.) and Audenried.	do	52	18	384.23	.....	384.23	42.75	.....
110013	Pottsville and Herndon	Philadelphia and Reading R. R.	77.71	17.89	6,511.31	.....	6,511.31	82.79	.....
110014	Port Clinton and Williamsport	do	122.06	16.94	7,514.01	.....	7,514.01	61.56	.....
110015	Sunbury and Sugarloaf	Pennsylvania R. R.	44.61	13.77	2,479.42	.....	2,479.42	55.53	.....
110016	Penn Haven Junction (n.o.) and Sugarloaf.	Lehigh Valley R. R.	23.40	33.49	1,940.79	.....	1,940.79	82.94	.....
110017	Scranton and Northumberland	Delaware, Lackawanna and Western R. R.	80.49	25.78	10,784.43	.....	10,784.42	133.38	.....
110018	Scranton and Carbondale	Western R. R.	17.87	30	1,737.69	.....	1,737.69	100.04	.....
110019	Binghamton, N. Y., and Washington, N. J.	Delaware, Lackawanna and Western R. R.	140.50	39.39	23,186.31	.....	23,186.31	165.02	.....
110020	Elmira, N. Y., and Hoytville, Pa.	New York, Lake Erie and Western R. R.	65.95	10.55	4,724.92	.....	4,724.92	72.68	.....

			79.71	19	15,834.60	1,950.00	17,244.60	102.76	25.00
110021	Williamsport, Pa., and Elmira, N. Y.	Northern Central Rwy.							
110022	Williamsport and Rte.	Pennsylvania R. R.	243.25	15.54	85,023.11		25,023.11	141.08	
110023	Sunbury and Mount Carmel.	Northern Central Rwy.	37.67	13.21	1,443.26		1,443.26	52.16	
110024	Bradford, Pa., and Carrollton, N. Y.	New York, Lake Erie and Western R. R.	11.66	34	587.53		587.53	76.10	
110025	Irvine and Corry	Western New York and Pennsylvania R. R.	94.97	20.51	9,875.02		9,875.02	104.31	
110026	Strasburg and Leaman Place	Strasburg R. R., E. C. Musselman, lessee.	4.87	6	208.19		208.19	42.75	
110027	Lancaster and Middletown	Pennsylvania R. R.	80.99	22.97	2,861.61		2,861.61	92.34	
110028	Harrisburg and Auburn	Philadelphia and Reading R. R.	59.18	6	2,783.23		2,783.23	47.08	
110029	Stewartstown and New Freedom	Stewartstown R. R.	7.66	12	323.32		323.32	42.75	
110030	Harrisburg, Pa., and Martinsburg, W. Va.	Cumberland Valley R. R.	95.56	29.39	13,332.13		13,332.13	139.37	
110031	Columbia and Sinking Spring	Reading and Columbia R. R.	40.13	14.12	2,607.64		2,607.64	64.98	
110032	Columbia, Pa., and Frederick, Md.	Pennsylvania R. R.	69.30	18.58	5,155.22		5,155.22	74.39	
110033	Berlin Junction (n. o.) and East Berlin.	Berlin Branch R. R.	7.26	6	310.36		310.36	42.75	
110034	Huntingdon and Mount Dallas Station (n. o.).	Huntingdon and Broad Top Mountain R. R., and Coal Co.	45.15	12	3,744.74		3,744.74	82.94	
110035	Tyrone and Curwensville.	Pennsylvania R. R.	47.45	17.99	4,343.94		4,343.94	91.49	
110036	Altoona and Henrietta.	do.	27.90	15.69	1,502.97		1,502.97	53.87	
110037	Cresson and Ebensburg.	do.	11.65	15	587.74		587.74	50.45	
110038	Tyrone and Lock Haven.	do.	54.99	12	4,184.73		4,184.73	76.10	
110039	Blairsville and Allegheny	do.	66.01	17.76	5,959.70		5,959.70	86.30	
110040	Pittsburg, Pa., and Wheeling, W. Va.	Baltimore and Ohio R. R.	70.56	25.14	6,334.87		6,334.87	89.73	
110041	Pittsburg and Oil City	Allegheny Valley R. R.	132.61	20	19,388.90		19,388.90	146.21	
110042	Branch Junction and Indiana	Pennsylvania R. R.	19.10	13.79	1,796.35		1,796.35	94.03	
110043	Meadville and Oil City	New York, Lake Erie and Western R. R.	30.45	18.50	2,463.18		2,463.18	68.40	
110044	Erle and Homewood	Pennsylvania Co.	112.71	13.57	12,588.31		12,588.31	120.56	
110045	Oil City, Pa., and Ashland, Ohio.	Lake Shore and Michigan Southern Rwy.	83.90	11.52	6,870.62		6,870.62	77.81	
110046	Bethlehem and Bangor	Lehigh and Lackawanna R. R.	31.51	12	1,428.08		1,428.08	45.32	
110047	Downington and New Holland.	do.	27.19	18.50	1,534.33		1,534.33	56.43	
110048	West Chester and Phoenixville	Pennsylvania R. R.	18.70	16.65	815.50		815.50	43.61	
110049	Lewistown Junction (n. o.) and Milroy.	do.	12.46	12	532.66		532.66	42.75	
110050	Pottsville and Frackville.	Philadelphia and Reading R. R.	10.97	18	468.96		468.96	42.75	
110051	Greenville and Butler	Pittsburg, Shenango and Lake Erie R. R.	53.43	15	4,146.06		4,146.06	70.97	
110052	Carlisle and Pine Grove Furnace	Gettysburg and Harrisburg Rwy.	18.97	15.27	1,151.66		1,151.66	60.71	
110053	Freeport and Butler	Pennsylvania R. R.	21.99	12	1,259.80		1,259.80	57.29	
110054	Wilmington, Del., and Reading, Pa.	Wilmington and Northern R. R.	74.90	8.81	3,444.28		3,444.28	46.17	

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	PENNSYLVANIA—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
110055	Mansfield Station (n. o.) and Washington.	Pittsburg, Cincinnati and St. Louis Rwy.	22.80	22.11	2,612.19	114.57	2,612.19	114.57		
110056	Perkinston Junction (n. o.) and Ensus.	Perkinston R. R.	37.58	9.75	2,056.37	54.73	2,056.37	54.73		
110057	Pottstown and Bartos	Philadelphia and Reading R. R.	13.04	18	590.97	45.32	590.97	45.32		
110058	Jeddo and Freeland	Lehigh Valley R. R.	2.78	18	118.84	42.75	118.84	42.75		
110059	Lebanon and Tower City	Philadelphia and Reading R. R.	48.53	13.14	2,084.21	47.88	2,084.21	47.88		
110060	Monroe Station (n. o.) and Ricketta.	Lehigh Valley R. R.	35.25	12	1,748.03	48.59	1,748.03	48.59		
110061	Schuylkill Haven and Glen Carbon.	Philadelphia and Reading R. R.	13.63	9.45	552.68	42.75	552.68	42.75		
110062	Topton and Kutztown	do	5.06	24	216.31	42.75	216.31	42.75		
110063	Pittsburg, Pa., and Cumberland, Md.	Baltimore and Ohio R. R.	150.70	28.97	27,573.57	182.97	27,573.57	182.97		
110064	Carbondale and Susquehanna	New York, Lake Erie and Western R. R.	39.73	11.42	2,344.07	59.00	2,344.07	59.00		
110065	Corning, N. Y., and Antrim, Pa.	Fall Brook Coal Company	52.24	13.23	3,886.13	74.39	3,886.13	74.39		
110066	Phoenixville and Uwchland	Philadelphia and Reading R. R.	11.26	12	482.65	42.75	482.65	42.75		
110067	Lewistown and Bellefonte	Pennsylvania R. R.	68.23	12	5,203.65	78.66	5,203.65	78.66		
110068	Bloomfield and Tryonville Station (n. o.)	Western New York and Pennsylvania R. R.	10.07	6	430.49	42.75	430.49	42.75		
110069	Towanda and Foot of Plane	Baltway R. R.	15.02	6	642.10	42.75	642.10	42.75		
110070	Rockland and Jonestown	Baltimore and Ohio R. R.	45.18	12.24	3,033.06	66.66	3,033.06	66.66		
110071	South Penn Junction (n. o.) and Richmond Furnace.	Cumberland Valley R. R.	19.38	12	1,441.67	74.89	1,441.67	74.89		
110072	Mount Dallas Station (n. o.), Pa., and Cumberland, Md.	Pennsylvania R. R.	45.11	12	2,970.04	65.84	2,970.04	65.84		
110073	Albion and Harrisburg	Philadelphia and Reading R. R.	90.17	31.25	12,337.94	147.92	12,337.94	147.92		
110074	Cambrooken and Flourtown	do	7.20	12.43	307.80	43.75	307.80	43.75		
110075	Landsdale and Doylestown	do	10.47	40	966.79	92.34	966.79	92.34		
110076	Redbank Furnace and Driftwood	Allegheny Valley R. R.	109.97	10.02	8,274.14	75.24	8,274.14	75.24		
110077	Chambersburg and Waynesboro	Mount Alto R. R.	22.18	12	1,156.90	53.16	1,156.90	53.16		
110078	Tunkhannock and Montrose	Montrose Rwy.	27.37	12	1,216.87	44.46	1,216.87	44.46		

			•	10.25	21	971.16	971.16	50.45
110079	Wilkesbarre and Scranton.....	Delaware and Hudson Canal Company.....						
110080	Mechanicburg and Dillsburg.....	Cumberland Valley R. R.....		8.80	12	431.34	431.34	47.88
110081	Pittsburg and West Brownsville.....	Pennsylvania R. R.....		54.33	21	5,461.83	5,461.83	100.80
110082	Valley Junction (n. o.) and Inter- section (n. o.).....	Western Maryland R. R.....		7.70	12	5,533.30	5,533.30	90.28
110083	Ballfonte and Snow Shoe.....	Pennsylvania R. R.....		22.33	12	950.33	950.33	
110084	Houdaysburg and Williams- burg.....	do.....		14.28	12	696.00	696.00	45.74
110085	Mount Union and Robertsdale.....	East Broad Top R. R. and Coal Co.....		30.13	12	1,339.57	1,339.57	44.46
110086	Mount Jewett and Calvary.....	Pittsburg and Western Rwy.....		140.41	13.80	9,363.93	9,363.93	95.69
110087	Bellwood and Irvona.....	Pennsylvania and Northwest- ern R. R.....		25.83	12	1,754.35	1,754.35	99.26
110088	Alaska (n. o.) and Mount Carmel.....	Philadelphia and Reading R. R.....		1.96	24	83.79	83.79	42.75
110089	Reading and Slatington.....	do.....		44.11	6	2,034.55	2,034.55	46.17
110090	Berlin and Garrett.....	Baltimore and Ohio R. R.....		8.45	12	361.23	361.23	42.75
110091	Larabee and Clermont.....	Western New York and Penn- sylvania R. R.....		23.40	8.49	1,000.35	1,000.35	42.75
110092	York and Peach Bottom.....	Maryland Central Rwy.....		40.98	12	2,241.33	2,241.33	54.72
110093	Lawsonham and Slipco.....	Allegheny Valley R. R.....		10.41	6	445.02	445.02	42.75
110094	Oxford and Peters Creek.....	Peach Bottom R. R.....		20.23	6	864.83	864.83	42.75
110095	Pittsburg and Castle Shannon.....	Pittsburg and Castle Shan- non R. R.....		6.04	7	258.21	258.21	42.75
110096	New Castle and Stoneboro.....	Western New York and Penn- sylvania R. R.....		35.33	9.69	1,812.42	1,812.42	51.30
110097	White Haven and Upper Lehigh.....	Central R. R. Co. of New Jersey Stony Creek R. R.....		9.66	12	412.96	412.96	42.75
110098	Norristown and Lansdale.....	Pennsylvania R. R.....		10.80	6	461.70	461.70	42.75
110099	Osceola Mills and Beltsena Mills.....	Pennsylvania R. R.....		17.38	15	742.99	742.99	42.75
110100	Tamqua and Mauch Chunk.....	Central R. R. Co. of New Jersey do.....		16.14	19.88	814.26	814.26	50.45
110101	Wilkes Barre and Wanamie.....	do.....		12.87	14.7	550.19	550.19	42.75
110102	Hanover Junction and Gettys- burg.....	Western Maryland R. R.....		29.53	14.39	2,171.34	2,171.34	73.53
110103	Jenkintown, Pa., and Bound Brook, N. J.....	Philadelphia and Reading R. R.....		49.19	14.40	3,280.48	3,280.48	94.69
110104	Greensburg and Fairchance.....	Pennsylvania R. R.....		44.53	21.32	4,416.48	4,416.48	99.18
110105	Sheffield and Ethulia.....	Tionesta Valley R. R.....		12.76	12	545.49	545.49	42.75
110106	Millersburg and Williamstown.....	Northern Central Rwy.....		21.04	12	953.53	953.53	45.32
110107	Meadville and Linesville.....	Meadville and Linesville Rwy. Pennsylvania R. R.....		21.21	18	1,650.35	1,650.35	77.81
110108	Lewistown Junction (n. o.) and Selling Grove Junction (n. o.).....	do.....		45.00	6.18	2,270.25	2,270.25	50.45
110109	Glenside and Bradyville.....	Northeast Pennsylvania R. R. Williamsport and North Branch R. R.....		9.85	12	454.77	454.77	46.17
110110	Hartley Hall and Nordmont.....	Pennsylvania R. R.....		27.16	12	1,671.96	1,671.96	61.56
110111	Manor Station and Claridge.....	Pennsylvania R. R.....		3.90	12	166.72	166.72	42.75
110112	Jersey Shore and Gazeam.....	Beech Creek R. R.....		116.09	12	5,558.39	5,558.39	47.88
110113	Tyrone and Benore.....	Pennsylvania R. R.....		25.91	12	1,107.65	1,107.65	42.75
110114	Washington and Waynesburg.....	Waynesburg and Washing- ton R. R.....		20.31	12	1,979.89	1,979.89	67.55
110115	Bangor Junction (n. o.), Pa., and Branhards, N. J.....	Bangor and Portland Rwy.....		4.57	21	226.62	226.62	49.59

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PENNSYLVANIA—continued.										
110116	Honesdale and Carbondale.....	Delaware and Hudson Canal Co.	20.15	12	\$913.19	\$913.19	\$45.32	
110117	Philadelphia (Third and Berks Street Station) and Newtown.	Philadelphia, Newtown and New York R. R.	23.30	18.48	1,295.01	.....	1,295.01	55.58	.....
110118	Lancaster and Lebanon.	Lancaster Valley R. R.	10.78	12	480.84	.....	480.84	42.75	.....
110119	Shenandoah and Mahanoy Place.	Shenandoah and Reading R. R.	6.88	24	341.17	.....	341.17	42.75	.....
110120	Brick and Goose Run Junction (n. o.).	Pennsylvania R. R.	1.07	12	45.74	.....	45.74	42.75	.....
110121	Bradford, Pa., and Olean, N. Y.	Western New York and Pennsylvania R. R.	21.72	18	928.53	.....	928.53	42.75	.....
110122	Summit City and Bradford	do	9.03	9	388.03	.....	388.03	42.75	.....
110123	Pittsburg, Pa., and Youngstown, Ohio.	Pittsburg and Lake Erie R. R.	57.30	39.52	12,026.51	.....	12,026.51	178.70	.....
110124	Columbia, Pa., and Port Deposit, Md.	Pennsylvania R. R.	39.52	6	1,689.48	.....	1,689.48	42.75	.....
110125	Allegheny and New Castle	Pittsburg and Western Rwy.	57.72	23.13	5,478.20	.....	5,478.20	94.91	.....
110126	D. and M. Junction (n. o.) and Shippensburg.	Harrisburg and Potomac R. R.	28.70	12	1,226.92	.....	1,226.92	42.75	.....
110127	Montour Junction (n. o.) and Imperial.	Montour R. R.	11.00	12	470.25	.....	470.25	42.75	.....
110128	Portland and Nazareth.....	Bangor and Portland Rwy.	27.60	13.73	1,675.59	.....	1,675.59	60.71	.....
110129	Irwin and Blackburn.....	Penn Gas Coal Co.'s Youghio-gheny R. R.	8.54	6	365.08	.....	365.08	42.75	.....
110130	Daguaschonda and Degus Mines.	Northwestern Mining and Exchange Co.	6.08	15	259.92	.....	259.92	42.75	.....
110131	Landenburg and Pomeroy.....	Pennsylvania R. R.	19.25	6	822.93	.....	822.93	42.75	.....
110132	Bradford and Smeethport.....	Bradford, Bordell and Kinsus Rwy.	25.83	16.57	1,214.78	.....	1,214.78	47.08	.....
110133	Kinsus Junction (n. o.) and Eldred.	do	14.17	12	860.26	.....	860.26	60.71	.....
110134	Lumber Yard (n. o.) and Ebersvale.	Lehigh Valley R. R.	6.14	12	262.48	.....	262.48	42.75	.....
110135	Vacant.	do	.....	.....	.....	.....	.....	.....	.....
110136	Bloesburg and Morris Run.....	New York, Lake Erie and Western R. R.	3.79	6	162.02	.....	162.02	42.75	.....
110137	Junction and Quarryville.....	Reading and Columbia R. R.	23.31	13.83	1,674.12	.....	1,674.12	71.83	.....
110138	Saxton and Dudley.....	Huntingdon and Broad Top Mountain R. R. and Coal Co.	5.63	6	283.50	.....	283.50	42.75	.....
110139	Lawrencerville and Mills.....	Fall Brook Coal Co.	35.20	12	2,588.25	2,588.25	73.53	

C.—Railroad service as in operation on the 30th of June, 1899.—Continued.

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PENNSYLVANIA—continued.										
110173	Silver Brook and Silver Brook Junction (n. o.).	Lehigh Valley R. R.	2.59	6	110.72	110.72	110.72	42.75
110174	Wilkes Barre and Rock Glen Junction (n. o.).	Pennsylvania R. R.	38.58	12	1,861.44	1,861.44	1,861.44	47.03	.....	.....
110175	New Boston and Pottsville.....	do	10.09	24	534.87	534.87	534.87	53.01	.....	.....
110176	Goff and Donohoe Station (n. o.).	do	4.26	12	182.11	182.11	182.11	42.75	.....	.....
110177	Bloomsburg and Rupert.....	Rupert and Bloomsburg R. R.	2.19	12	93.62	93.62	93.62	42.75	.....	.....
110178	Beechtree Junction (n. o.) and Beechtree.	Buffalo, Rochester and Pittsburgh Rwy.	3.03	12	129.53	129.53	129.53	42.75	.....	.....
110179	Wampum Junction (n. o.) and Kenwood Junction (n. o.).	Pennsylvania Co.	12.92	15	1,756.47	1,756.47	1,756.47	135.95	.....	.....
110180	Rockhill Furnace and McNeal....	East Broad Top R. R. and Coal Co.	11.08	6	473.67	473.67	473.67	42.75	.....	.....
110181	Bear Creek and Bear Creek Junction (n. o.).	Lehigh Valley R. R.	5.43	6	232.13	232.13	232.13	42.75	.....	.....
110182	La Joë Station (n. o.) and Hastings.	Pennsylvania R. R.	14.38	6	614.74	614.74	614.74	42.75	.....	.....
110183	Duncannon and New Bloomfield..	Perry County R. R.	11.48	15	539.90	539.90	539.90	47.03	.....	.....
110184	McGee's Station (n. o.) and Glen Campbell.	Pennsylvania R. R.	8.57	6	368.36	368.36	368.36	42.75	.....	.....
110185	Mount Pleasant and Scottsdale Junction (n. o.).	do	5.65	15	260.86	260.86	260.86	46.17	.....	.....
110186	Pond Creek Junction (n. o.) and Sandy Run.	Central R. R. Co. of New Jersey.	2.71	18	115.85	115.85	115.85	42.75	.....	.....
110187	McKeesport and Belle Vernon....	Pittsburg and Lake Erie R. R.	23.01	18	1,604.69	1,604.69	1,604.69	57.29	.....	.....
110188	Bradford and Kinross.....	Western New York and Pennsylvania R. R.	28.09	6	500.00	500.00	500.00	.....	Agreement.	.....
110189	Hawley and Scranton.....	Erie and Wyoming Valley R. R.	51.28	6	1,500.00	1,500.00	1,500.00	.....	Do.	.....
110190	Wayne Junction (n. o.) and West Fall (n. o.), in Philadelphia, Pa.	Philadelphia and Reading R. R.	2.47	15.5	204.86	61.75	266.61	82.94	25.00	.....
110191	Confidence and Friendsville.....	Baltimore and Ohio R. R.	17.95	6	767.86	767.86	767.86	42.75	.....	.....
110192	Instanter (n. o.) and Johnsonburg.	Pennsylvania R. R.	11.90	6	568.73	568.73	568.73	42.75	.....	.....
110193	Turbotville and Rohrsburg.....	Wilkes Barre and Western Rwy.	24.40	6	521.43	521.43	521.43	21.87	.....	.....
110194	Lizard Creek Junction (n. o.) and Pottsville.	Lehigh Valley R. R.	34.30	6	600.00	600.00	600.00	.....	Agreement.	.....

			10.73	6	223.00	325.00		Agreement.
110106	Ormsby Junction (n. o.) and French Creek	Bradford, Bordell and Kinross R. R.	9.41	12	402.27	402.27	42.75	Agreement.
110107	French Creek Junction (n. o.) and Corbittville.	Delaware River and Lancaster R. R.	17.11	6	500.00	500.00		Agreement.
110108	Wilmington Junction (n. o.) and Sharpsville R. R.	Sharpsville R. R.	12.80	6	547.20	547.20	42.75	
110109	Harrisburg and D. and M. Junction (n. o.).	Philadelphia and Reading R. R.	11.19	18	554.91	554.91	49.59	
110200	Alford and Montrose	Lackawanna and Montrose R. R.	5.11	12	218.45	218.45	42.75	
110201	Latrobe and Hostetter	Pennsylvania R. R.	16.84	6	481.80	481.80		Agreement.
110202	Breadyville and New Hope	North East Pennsylvania R. R.	8.86	6	378.76	378.76	42.75	
110203	Challenge and Brockwayville.	New York, Lake Erie and Western R. R.	63.40	6	1,260.00	1,260.00		Agreement.
110204	Erie and Greenville.	Pittsburg, Shenango and Lake Erie R. R.	22.60	6	1,913.09	1,913.09	84.65	
110205	Gettysburg, Pa., and Highfield, Md.	Western Maryland R. R.	11.03	6	697.86	697.86	63.37	
110206	New Holland and Conestoga Junction (n. o.)	Pennsylvania R. R.	1.42	6	60.70	60.70	42.75	Pay not fixed.
110207	Junction (n. o.) and Whitney	do	6.25	6				Agreement.
110208	Conestoga Junction (n. o.) and Gradiolburg.	Chambersburg and Gettysburg R. R.	11.00	6	300.00	300.00		Do.
110209	Shillad and Cherry Grove.	Thomasa Valley R. R.	9.20	6	250.00	250.00		Do.
110210	Euclid and Parrish	do	5.00	6	133.00	133.00		Pay not fixed.
110211	Groveton and Moon Run.	Pittsburg and Moon Run R. R.	2.66	6				Do.
110212	Brookport Junction (n. o.) and Cartwright.	New York, Lake Erie and Western R. R.	20.16	6				
	Bellefonte and State College	Bellefonte Central R. R.	6,825.54		1,210,198.06	1,374,369.83		
DELAWARE.								
112001	Wilmington and Delmar	Philadelphia, Wilmington and Baltimore R. R.	98.67	24.65	16,197.66	16,197.66	164.16	
112002	Delmar, Del., and Crisfield, Md.	New York, Philadelphia and Norfolk R. R.	38.27	15.95	4,777.24	4,777.24	124.83	
112003	Clayton, Del., and Oxford, Md.	Philadelphia, Wilmington and Baltimore R. R.	54.91	12	3,803.06	3,803.06	66.28	
112004	Georgetown and Lewes.	do	15.21	12	650.22	650.22	42.75	
112005	Wilmington, Del., and Landonburg, Pa.	Baltimore and Ohio R. R.	20.25	6	885.68	885.68	42.75	
112006	Harrington, Del., and Franklin City, Va.	Philadelphia, Wilmington and Baltimore R. R.	78.34	6.64	4,622.06	4,622.06	59.00	
112007	Newark and Delaware City.	do	12.76	12.24	545.49	545.49	42.75	
			318.41		31,461.41	31,461.41		

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
MARYLAND.										
113001	Bay View (n. o.), Md., and Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore R. R.	92.00	91.88	Dollars, 106,112.80	Dollars, 18,400.00	Dollars, 124,512.80	Dollars, 1,153.40	Dollars, 200.00	
113002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy.	138.21	31.89	43,841.56	5,520.00	49,361.56	317.21	40.00	For 40 miles, Baltimore to Washington.
113003	Baltimore, Md., and Bellairs, Ohio.	Baltimore and Ohio R. R.	390.33	24.11	190,394.78	49,955.00	240,349.78	439.06	150.00	For 354.4 miles, Washington to Grafton.
113004	Arby and Frederick.	do	2.85	55	296.25	.....	296.25	76.95	.....	For 86.9 miles, Grafton to Bellairs.
113005	Wetters and Hagerstown.	do	24.43	15	1,503.91	.....	1,503.91	61.56	.....
113006	Baltimore and Williamsport.	Western Maryland R. R.	92.75	21.68	13,560.97	2,152.50	15,713.47	146.21	25.00	R. P. O., Baltimore to Hagerstown, 84.10 miles.
113007	Annapolis and Annapolis Junction.	Annapolis, Washington and Baltimore R. R.	21.03	25	1,852.11	.....	1,852.11	88.07	.....
113008	Cambridge, Md., and Seaford, Del.	Philadelphia, Wilmington and Baltimore R. R.	33.64	6	1,955.83	.....	1,955.82	58.14	.....
113009	Salisbury and Ocean City.	Baltimore and Eastern Shore R. R.	31.07	4.96	1,328.24	.....	1,328.24	42.75	.....	Pay based on a service of not less than 6 round trips per week.
113010	Townsend, Del., and Centerville, Md.	Philadelphia, Wilmington and Baltimore R. R.	35.23	12	2,289.24	.....	2,289.24	64.98	.....
113011	Cumberland, Md., and Piedmont, W. Va.	Cumberland and Pennsylvania R. R.	33.79	12	2,464.57	.....	2,464.57	73.53	.....
113012	Clayton, Del., and Chestertown, Md.	Baltimore and Delaware Bay R. R.	32.63	6	2,063.17	.....	2,063.17	63.27	.....
113013	Bay View (n. o.), Md., and Washington, D. C.	Baltimore and Potomac R. R.	45.53	57.10	52,703.71	9,106.00	61,814.71	1,157.67	200.00	
113014	Bowie and Popes Creek.	do	49.01	6	2,430.40	.....	2,430.40	49.59	.....
113015	Penninsula Junction, Md., and Cape Charles, Va.	New York, Philadelphia and Norfolk R. R.	73.14	13	7,817.30	.....	7,817.30	106.68	.....
113016	Bay View (n. o.) and Canton Dock (n. o.).	Philadelphia, Wilmington and Baltimore R. R.	2.10	3	88.77	.....	88.77	42.75	.....	Do.

	Baltimore, Md., and Harpers	Baltimore and Ohio R. R.	Mileage	No. of Cars	Cost per Car	Total Cost	Remarks
113017	Perry, W. Va.	Northern Central Rwy.	6	347.98	42.70	14,782.20	
113018	Lake Roland and Rocky Ridge.....	Emmitsburg R. R.	18	313.50	41.01	12,783.00	
113019	Kemmisburg and Port Deposit.....	Western Maryland R. R.	20.71	1,532.80	78.53	12,282.80	
113020	Intersection (n.w.), Pa., and Glynn, Ga.	do	18	938.36	42.75	9,383.28	
113021	Eggenston, Md., and Chambersburg, Pa.	Baltimore and Ohio R. R.	13	938.18	42.75	9,383.28	
113022	Baltimore and South Baltimore.....	Pennsylvania R. R.	21	238.89	53.16	2,713.73	
113023	Perryville and Port Deposit.....	Maryland Central Rwy.	18.16	2,713.73	60.71	1,644.63	
113024	Baltimore, Md., and Delta, Pa.....	do	13	171.42	42.75	5,583.24	
113025	Vacant.	Baltimore and Potomac R. R.	9	4,742.40	48.74	22,806.60	
113026	St. Agnes Station (n.o.) and Cantonville.	Baltimore and Ohio R. R.	6	1,080.29	42.75	4,597.77	
113027	Park Junction (n.o.), Pa., and Baltimore (Camden Street Station), Md.	Annapolis and Baltimore Short Line R. R.	8.14	847.98	42.75	3,477.98	
113028	Baltimore and Annapolis.....	Northern Central Rwy.	12	1,199.13	42.75	5,038.96	
113029	Orangeville Junction (n.o.) and Sparrows Point.	Baltimore and Eastern Shore R. R.	6	1,000.00	42.75	4,097.02	
113030	Easton and Salisbury.....	do	20	47,545.13	412.11	19,088.10	
113031	Easton and Salisbury.....	Richmond, Fredericksburg and Potomac R. R.	33.87	93,063.49	594.88	125.00	
114001	Washington, D. C., and Richmond, Va.	do	9.24	4,299.63	68.40	2,999.63	
114002	Washington, D. C., and Lynchburg, Va.	do	12	3,852.18	76.10	2,852.18	
114003	Manassas and Strasburg.....	Chesapeake and Ohio Rwy.	17.38	69,063.47	136.90	23.00	
114004	Alexandria and Round Hill.....	do	14	20,590.75	146.21	2,059.75	
114005	Newport News, Va., and Huntington, W. Va.	do	13	2,847.08	73.53	2,847.08	
114006	Richmond and North Daaville.....	Richmond and Petersburg R. R.	31	2,030.50	90.00	90.00	
114007	Richmond and West Point.....	do	17	20,481.48	322.84	90.00	
114008	Richmond and Petersburg.....	do	6	451.44	42.75	42.75	
114009	Petersburg, Va., and Walden, N. C.	Norfolk and Western R. R.	14	9,350.45	112.68	112.68	
114010	Petersburg and City Point.....	do	14	15,884.40	126.91	60.00	
114011	Petersburg and Norfolk.....	do	17.38	42,865.51	358.24	42.75	
114012	Petersburg and Lynchburg.....	do	6	451.44	42.75	42.75	
114013	Lynchburg, Va., and Bristol, Tenn.	do	8.38	358.24	42.75	42.75	
114014	Glad Spring and Saltville.....	do	6	451.44	42.75	42.75	

C.—Railroad service as in operation on the 30th June, 1892.—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for transportation.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
VIRGINIA—continued.										
114015	Portsmouth, Va., and Weldon, N. C.	Seaboard and Roanoke R. R.	78.90	13	6,813.80	6,813.80	6,813.80	86.36	.....
114016	Lynchburg and North Danville	Richmond and Danville R. R.	65.74	14	29,284.54	29,284.54	35,784.54	445.46	100.00	
114017	Bermuda Hundred and Winter-pock.	Farmville and Powhatan R. R.	28.06	6	1,196.56	1,196.56	1,196.56	42.75	.....
114018	Washington, D. C., and Alexandria, Va.	Washington Southern Rwy.	7.23	81	308.05	308.05	308.05	42.75	.....
114019	Sutherland, Va., and Milton, N. C.	Richmond and Danville R. R.	6.72	13	287.28	287.28	287.28	42.75	.....
114020	Fredericksburg and Orange	Potomac, Fredericksburg and Piedmont R. R.	39.48	6	1,755.28	1,755.28	1,755.28	44.46	.....
114021	Hagerstown, Md., and Roanoke, Va.	Norfolk and Western R. R.	289.76	26	28,725.44	28,725.44	28,725.44	123.98	.....
114022	Elba and Rocky Mount.	Richmond and Danville R. R.	37.31	6	1,595.00	1,595.00	1,595.00	42.75	.....
114023	Richmond and Lynchburg	Chesapeake and Ohio Rwy.	147.04	12	10,686.86	10,686.86	10,686.86	72.68	.....
114024	Calverton and Warrenton	Richmond and Danville R. R.	9.08	6	481.33	481.33	481.33	53.01	.....
114025	Orange and Gordonsville.	Chesapeake and Ohio Rwy.	9.31	16	466.68	466.68	699.68	50.45	25.00	
114026	Norfolk, Va., and Edenton, N. C.	Norfolk and Western R. R.	76.50	12	6,148.30	6,148.30	6,148.30	80.37	.....
114027	Clifton Forge and Lynchburg.	Chesapeake and Ohio Rwy.	85.94	12	6,246.12	6,246.12	6,246.12	72.68	.....
114028	Danville and Stuart.	Danville and Western R. R.	76.52	6, 79	4,122.13	4,122.13	4,122.13	53.87	.....
114029	Balcony Falls and Lexington	Chesapeake and Ohio Rwy.	21.51	12	1,269.09	1,269.09	1,269.09	59.00	.....
114030	Suffolk, Va., and Woodley, N. C.	Suffolk and Carolina Rwy.	38.40	6	1,641.60	1,641.60	1,641.60	42.75	.....
114031	Newport News and Fortress Monroe.	Chesapeake and Ohio Rwy.	10.05	19, 50	670.23	670.23	670.23	66.60	.....
114032	Keyville, Va., and Durham, N. C.	Richmond and Danville R. R.	87.98	7	6,469.16	6,469.16	6,469.16	73.53	.....
114033	East Radford and Pocahontas	Norfolk and Western R. R.	7.79	12	7,179.12	7,179.12	7,179.12	95.76	.....
114034	Clarendon and Belfield.	Atlantic and Danville Rwy.	54.51	6	2,330.30	2,330.30	2,330.30	42.75	.....
114035	Norfolk and Virginia Beach	Norfolk and Virginia Beach R. R.	18.55	13	783.01	783.01	783.01	42.75	.....
114036	Vacant.									
114037	Vacant.									
114038	North N. C.	Richmond and Danville R. R.	142.80	14	62,879.12	62,879.12	77,089.12	440.33	100.00	
114039	Pittsboro, N. C.	Norfolk and Western R. R.	45.20	9	1,979.46	1,979.46	1,979.46	43.61	.....
114040	Beaumont, Tenn., and Big Stone Gap, Va.	South Atlantic and Ohio R. R.	69.48	6	3,683.13	3,683.13	3,683.13	53.01	.....
114041	Bremo Bluff and Arconia.	Chesapeake and Ohio Rwy.	4.93	6	210.75	210.75	210.75	42.75	.....
114042	Portsmouth and Danville.	Atlantic and Danville Rwy.	206.27	6	11,639.80	11,639.80	11,639.80	56.43	.....
114043	Graham and Norton.	Norfolk and Western R. R.	100.06	6	7,528.51	7,528.51	7,528.51	75.24	.....

			114.10	7.16	\$, 254.30	\$, 254.30	64.87		
114044	Lynchburg, Va., and Durham, N. C.	Lynchburg and Durham R. R.	114.10	6	858.43	858.43	42.75	No pay allowed on 4.64 miles extension to Coalboro (n. o.).	
114045	Scotland and Wakefield Station, C.	Surry, Sussex and Southampton Rwy.	20.08	6	2,565.85	2,565.85	42.75		
114046	Scotland and Farmville	Farmville and Powhatan R. R.	64.56	6	6,048.30	6,048.30	58.14		
114047	Coalboro (n. o.) and Farmville		104.03	6	161.59	161.59	42.75		
114048	Norfolk, Va., and Tarboro, N. C.	Norfolk and Carolina R. R.	3.78	6	429.63	429.63	42.75		
114049	Buffalo Junction (n. o.), Buffalo	Atlantic and Danville Rwy...	10.05	6	2,145.00	2,145.00	28.00	Without compensation for transportation until July 1, 1908.	
114050	Lithia Springs, Ga.	Rockbridge Alum and Georgetown R. R.	83.91	6	3,938.54	3,938.54	54.73		
114051	Alum Springs, Va.	Chesapeake and Ohio Rwy....	71.94	6	492.05	492.05	42.75		
114052	Norton, Va., Cumberland Gap, Tenn.	Louisville and Nashville R. R.	11.51	6	1,138.43	1,138.43	42.75		
114053	Albion and Sylva, Tenn.	Norfolk and Western R. R.	28.63	6	662,647.48	662,647.48			
114054	Bessemer and Craig City, Ala.	Chesapeake and Ohio Rwy....	25.45	6	86,342.10	86,342.10			
114055	Covington, Ala.	do	3,918.78						
WEST VIRGINIA.									
116001	Harper's Ferry, W. Va., and Lexington, Va.	Baltimore and Ohio R. R.	165.38	16.60	18,897.01	18,897.01	113.73		
116002	Grafton and Parkersburg....	do	103.80	20.79	48,771.24	10,890.00	450.59	100.00	
116003	Pennsboro and Ritchie	Pennsboro and Harrisville, Richie Court House Rwy.	9.25	12	395.43	395.43	42.75		
116004	Wheeling Junction (n. o.) and Wheeling.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	24.45	24	2,822.26	2,822.26	115.43		
116005	Clarksburg and Weston	West Virginia and Pittsburg R. R.	28.69	18	2,145.07	2,145.07	80.37		
116006	Piedmont and Shaw	West Virginia Central and Pittsburg Rwy.	10.97	11.59	675.31	675.31	61.56		
116007	Winifrede Junction (n. o.) and Winifrede.	Winifrede R. R.	4.54	13	194.08	194.08	42.75		
116008	Shaw and Davis	West Virginia Central and Pittsburg Rwy.	45.61	13	2,535.00	2,535.00	55.58		
116009	Charleston and Point Pleasant Junction (n. o.)	Kanawha and Michigan Rwy.	58.54	13	3,904.03	3,904.03	66.69		
116010	Weston and Buckhannon.....	West Virginia and Pittsburg R. R.	16.86	12	839.26	839.26	51.30		
116011	Grafton and Bellington.....	Grafton and Greenbrier R. R.	41.64	6	2,349.73	2,349.73	56.43		
116012	Wheeling and Huntington.....	Ohio River R. R.	215.39	19.43	23,399.20	23,399.20	108.59		
116013	Green Spring and Romney.....	Baltimore and Ohio R. R.	16.64	12	711.36	711.36	42.75		
116014	Benwood Junction (n. o.) and Wheeling.	do	4.94	53.50	895.75	895.75	163.31		

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
WEST VIRGINIA—continued.										
116016	Blue Stone Junction (n. o.) and Goodwill.	Norfolk and Western R. R.	9.42	7.88	Dollars. 402.70	Dollars. 402.70	402.70	42.75		
116017	Morgantown and Fairmont.	Baltimore and Ohio R. R.	26.17	12	1,342.52	51.80	1,342.52	51.80		
116018	Marlinsburg, W. Va., and Winchester, Va.	Cumberland Valley R. R.	22.79	12	1,773.28	77.81	1,773.28	77.81		
116019	Piedmont, W. Va., and Cumberland Mt.	West Virginia Central and Pittsburgh Rwy.	28.18	9	1,662.62	59.00	1,662.62	59.00		
116020	Kenova and Dunlow.	Norfolk and Western R. R.	46.16	6	1,150.00		1,150.00			Agreement.
116021	Tunnelton and Kingwood.	Tunnelton, Kingwood and Fairbanks R. R.	11.41	12	487.77	42.75	487.77	42.75		
116022	Coopers and Pothatan.	Norfolk and Western R. R.	8.97	6	383.48	42.75	383.48	42.75		
116023	Hancock Station (n. o.) and Berkeley Springs.	Norfolk and Western R. R.	6.41	15	274.02	42.75	274.02	42.75		
116024	Millwood and Jackson.	Ripley and Mill Creek Valley R. R.	12.97	6	554.47	42.75	554.47	42.75		
116025	Harrison (n. o.) and Elk Garden.	West Virginia Central and Pittsburgh Rwy.	7.15	12	305.66	42.75	305.66	42.75		
116026	Sewell Depot and Cliff Top.	Longdale Iron Co.	10.10	6	431.77	42.75	431.77	42.75		
116027	Thomas and Elkina.	West Virginia Central and Pittsburgh Rwy.	35.65	6	1,767.87	49.59	1,767.87	49.59		
116028	Fairmont and Clarksburg.	Monongahela River R. R.	32.42	6	1,428.70	42.75	1,428.70	42.75		
116029	New Cumberland Junction (n. o.) and New Cumberland.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	7.69	6	387.96	50.45	387.96	50.45		
116030	Weston and Sutton.	West Virginia and Pittsburgh R. R.	44.52	6	2,322.16	52.16	2,322.16	52.16		
116031	Brothannon and Selbyville.	do.	26.01	6.63	1,111.92	42.75	1,111.92	42.75		Pay not fixed.
116032	Ravenswood and Spencor.	Ravenswood, Spencor and Glenville Rwy.	33.26	6						
					1,114.48	122,132.61	10,380.00	182,462.61		
NORTH CAROLINA.										
118001	Raleigh and Weldon.	Raleigh and Gaston R. R.	96.76	12	10,063.06	104.81	10,063.06	104.81		
118002	Weldon and Wilmington.	Wilmington and Weldon R. R.	161.47	16.08	45,834.87	283.86	60,360.87	283.86		
118003	Wilmington and Charlotte.	Carolina Central R. R.	188.07	6	14,793.58	78.66	14,793.58	78.66		
118004	Goldensboro and Greensboro.	Richmond and Danville R. R.	126.75	13.62	16,194.70	124.83	16,194.70	124.83		

118006	Goldaboro and Morehead City...	Atlantic and North Carolina R. R.	93.91	6	6,503.26	6,503.26
118006	Sallabury, N. C., and Kinzel (n. o.), Tenn.	Richmond and Danville R. R.	185.48	3.06	19,080.24	19,080.24
118007	Charlotte, N. C., and Augusta, Ga.	do	191.55	10.08	26,204.04	26,204.04
118008	Charlotte and Rutherford	Carolina Central R. R.	81.80	6	5,384.89	5,384.89
118008	Charlotte and Taylorsville	Richmond and Danville R. R.	45.13	6	3,675.28	3,675.28
118010	Raleigh and Hamlet	Raleigh and Augusta Air Line R. R.	97.00	6	6,966.54	6,966.54
118011	Bennettsville, S. C., and Mount Airy, N. C.	Cape Fear and Yadkin Valley Rwy.	233.19	6.65	14,604.82	14,604.82
118012	Greensboro and Winston	Richmond and Danville R. R.	98.79	10.78	2,141.70	2,141.70
118013	Jamesville and Washington	Richmond and Washington R. R.	23.31	6	1,066.36	1,066.36
118014	Oxford and Henderson	Richmond and Danville R. R.	13.60	6	646.38	646.38
118015	Rocky Mount and Tarboro	Wilmington and Weldon R. R.	17.97	7	1,228.14	1,228.14
118016	Asheville Junction (n. o.) and Murphy	Richmond and Danville R. R.	126.72	6	6,785.66	6,785.66
118017	Maxton and Rowland	Maxton, Alma and Rowland R. R.	16.34	6	698.53	698.53
118018	University Station and Chapel Hill	Richmond and Danville R. R.	11.33	3	494.35	494.35
118019	Halifax and Greenville	Wilmington and Weldon R. R.	58.23	6	3,193.34	3,193.34
118020	Tarboro and Plymouth	Albemarle and Raleigh R. R.	55.94	7	2,917.83	2,917.83
118021	High Point and Ashboro	Richmond and Danville R. R.	28.21	6	1,266.97	1,266.97
118022	Danville, Mocksville and Southwestern Junction (n. o.) and Leaksville	Danville, Mocksville and Southwestern R. R.	8.21	6	350.97	350.97
118023	Hickory and Lenoir	Richmond and Danville R. R.	20.51	6	1,187.87	1,187.87
118024	Chadbourn, N. C., and Conway S. C.	Wilmington, Chadbourn and Conway R. R.	39.17	6	1,674.51	1,674.51
118025	Louisburg and Franklinton	Raleigh and Gaston R. R.	10.34	12	442.03	442.03
118026	Warren Plains and Warrenton	Warrenton R. R.	3.13	12	133.80	133.80
118027	Wilson and Fayetteville	Wilmington and Weldon R. R.	74.58	6	3,188.29	3,188.29
118028	Roanoke Mount and Spring Hope	do	19.12	6	817.38	817.38
118029	Moncure and Pittsboro	Raleigh and Augusta Air Line R. R.	12.31	12	526.25	526.25
118030	Warsaw and Clinton	Wilmington and Weldon R. R.	13.11	12	580.45	580.45
118031	Factory Junction (n. o.) and Ram- seur	Cape Fear and Yadkin Valley Rwy.	19.81	6	825.50	825.50
118032	Vacant	Seaboard and Roanoke R. R.	35.69	6	1,525.74	1,525.74
118033	Boykins, Va., and Lewiston, N. C.	Raleigh and Augusta Air Line R. R.	10.50	6	448.87	448.87
118034	Hamlet and Gibeon Station	do	9.24	6	395.01	395.01
118035	Wilmington and Wrightsville	Wilmington Seacoast R. R.	10.78	6	460.84	460.84
118036	Cameron and Carthage	Carthage R. R.	11.48	6	490.77	490.77
118037	Stokedale and Madison	Cape Fear and Yadkin Valley Rwy.	91.52	6	8,912.47	8,912.47
118038	Monroe, N. C., and Clinton, S. C.	Georgia, Carolina and North- ern Rwy.	91.52	6	8,912.47	8,912.47

C.—Railroad service as in operation on the 30th of June, 1892.—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
NORTH CAROLINA—continued.										
118039	Mackeys Ferry and Bellefonte.	Norfolk Southern R. R.	29.91	6	1,081.14	1,081.14	1,081.14	42.75	Dollars.	Without pay on 4.82 miles to June 30, 1892.
118040	Winston and Madison.	Norfolk and Western R. R.	32.50	6	1,389.37	1,389.37	1,389.37	43.75	.....
118041	Henderson and Durham.	Durham and Northern Rwy.	42.05	12	1,797.63	1,797.63	1,797.63	42.75	.....
118042	Wilmington and Fayetteville.	Cape Fear and Yadkin Valley Rwy.	82.84	6	5,864.96	5,864.96	5,864.96	70.97	.....
118043	Aberdeen and Candor.	Aberdeen and West End R. R.	25.36	6	1,084.14	1,084.14	1,084.14	42.75	.....
118044	Winston and Wilkesboro.	Richmond and Danville R. R.	76.24	6	4,893.33	4,893.33	4,893.33	61.56	.....
118045	Hamlet, N. C., and Cheraw, S. C.	Pamlico R. R.	18.20	6	778.03	778.03	778.03	42.75	.....
118046	Salisbury and Fayetteville.	Richmond and Danville R. R.	40.79	6	1,883.26	1,883.26	1,883.26	46.17	.....
118047	Madison and Martinsville.	Norfolk and Western R. R.	28.83	6	622.76	622.76	622.76	264.00	.....	Agreement. Do.
118048	Chadbourn and Hub.	Wilmington, Chadbourn and Conway R. R.	11.25	6	242.00	242.00	242.00	.....	.....	Do.
118049	Red Springs and Bowmore.	Red Springs Lumber Company	11.07	6	242.00	242.00	242.00	.....	.....	Pay not fixed. Do.
118050	Winston and Mocksville.	Richmond and Danville R. R.	28.92	6	1,150.83	1,150.83	1,150.83	42.75	.....
118051	Fayetteville and Murfreesboro.	Murfreesboro R. R.	6.72	6	6.72	6.72	6.72	.....	.....
118052	Greenville and Kinston.	Wilmington and Weldon R. R.	29.36	6	.....	.....	.....	.....	.....
			2,745.91	.....	227,491.23	14,526.00	242,007.23	.....	.....
SOUTH CAROLINA.										
120001	Columbia and Greenville.	Richmond and Danville R. R.	143.50	10.21	11,655.07	11,655.07	11,655.07	81.22	.....
120002	Columbia, S. C., and Wilmington N. C.	Wilmington, Columbia and Augusta R. R.	192.77	15.54	40,879.53	7,150.00	47,629.53	208.47	65.00	R. P. O. 110 miles, Florence and Wilmington.
120003	Columbia and Charleston.	South Carolina Rwy.	131.04	23.46	17,141.34	17,141.34	17,141.34	130.81	.....
120004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy.	115.00	21	27,038.80	7,475.00	34,513.80	236.12	65.00	
120005	Charleston and Florence.	Northeastern R. R.	102.44	21	26,012.58	6,038.50	32,049.08	253.93	65.00	
120006	Florence and Cheraw.	Cheraw and Darlington R. R.	40.78	6	2,545.07	2,545.07	2,545.07	62.41	.....
120007	Chester, S. C., and Hickory, N. C.	Richmond and Danville R. R.	69.91	6	4,599.06	4,599.06	4,599.06	55.57	Lap service, Newton and Hickory, 10.10 miles, at \$10.24 per mile.
120008	Alston and Spartanburg.	do.	68.58	7	4,631.89	4,631.89	67.54	

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GEORGIA.										
121001	Atlanta, Ga., and Charlotte, N. C.	Richmond and Danville R. R.	287.93	14	\$7,278.20	\$29,740.00	\$114,018.20	\$225.75	\$100.00	
121002	Atlanta, Ga., and Chattanooga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	138.00	21	\$8,346.06	\$12,420.00	\$50,768.06	\$277.87	\$90.00	
121003	Atlanta and West Point.	Atlanta and West Point R. R.	87.02	21	\$23,245.80	\$6,983.00	\$28,837.80	\$255.64	\$80.00	
121004	Augusta and Atlanta.	Georgia R. R.	171.00	21	\$25,732.09		\$25,732.09	\$150.43		
121005	Millen and Augusta.	Central R. R. and Banking Co. of Georgia.	54.98	21	\$4,136.68		\$4,136.68	\$75.24		
121006	Washington and Barnett.	Georgia R. R.	18.58	14	\$73.63		\$73.63	\$47.02		
121007	Union Point and Athens.	do.	46.48	21	\$2,818.66		\$2,818.66	\$77.26		
121008	Kingston and Rome.	do.	16.20	14	\$92.73		\$92.73	\$47.02		
121009	Savannah, Ga., and Jacksonville, Fla.	Savannah, Florida and Western Rwy.	171.56	21	\$2,244.93	\$11,151.40	\$33,896.33	\$246.24	\$65.00	
121010	Savannah and Macon.	Central R. R. and Banking Co. of Georgia.	191.00	14	\$28,904.03		\$28,904.03	\$151.33		
121011	Macon and Columbus.	do.	100.43	14	\$6,787.43		\$6,787.43	\$77.55		
121012	Macon and Atlanta.	do.	103.00	23	\$21,047.02	\$2,575.00	\$23,622.02	\$204.37	\$25.00	Lap service Anstet and Atlanta, 17.96 miles, at \$14.54 per mile.
121013	Rome and Brunswick.	East Tennessee, Virginia and Georgia Rwy.	352.03	14	\$29,119.57		\$29,119.57	\$96.35		
121014	Gordon and Eatonton.	Central R. R. and Banking Co. of Georgia.	38.48	6	\$1,645.02		\$1,645.02	\$42.75		
121015	Tennille and Wrightsville.	Wrightsville and Tennille R. R.	16.74	6	\$84.36		\$84.36	\$50.44		
121016	Macon, Ga., and Eufaula, Ala.	Central R. R. and Banking Co. of Georgia.	144.02	13	\$9,595.00	\$8,595.00	\$23,296.94	\$136.80	\$25.00	
121017	Fort Valley and Perry.	do.	12.98	6	\$554.89		\$554.89	\$42.75		
121018	Waycross and Albany.	Savannah, Florida and Western Rwy.	163.06	21	\$17,147.38		\$17,147.38	\$105.16		
121019	Barnesville and Thomaston.	Central R. R. and Banking Co. of Georgia.	16.35	13	\$998.96		\$998.96	\$42.75		
121020	Cartersville, Ga., and Fell City, Ala.	East and West R. R. Co., Ala.	113.55	6	\$5,473.45		\$5,473.45	\$46.17		
121021	Camak and Macon.	Georgia R. R.	78.04	12	\$5,204.49		\$5,204.49	\$66.69		
121022	Griffin and Carrollton.	Central R. R. and Banking Co. of Georgia.	60.37	6	\$2,838.59		\$2,838.59	\$47.02		
121023	Brunswick and Albany.	Brunswick and Western R. R.	171.78	21	\$16,743.39		\$16,743.39	\$97.47		
121024	Columbus and Greenville.	Central R. R. and Banking Co. of Georgia.	50.78	6	\$2,344.51		\$2,344.51	\$40.17		

121025	Athens and Lula	Richmond and Danville R. R.	39.58	12	2,774.95	2,774.95	70.11	.....
121026	Toccoa and Elberton	do	50.62	6	2,460.71	2,460.71	48.73	.....
121027	Sandersville and Tonnille	Sandersville and Tonnille R. R.	8.29	6	140.64	140.64	42.75	.....
121028	Wadley and Louisville	Louisville and Wadley R. R.	10.43	6	445.45	445.45	42.75	.....
121029	Hartwell and Bowersville	Richmond and Danville R. R.	10.23	6	436.90	436.90	42.75	.....
121030	Marietta, Ga., and Murphy, N. C.	Marietta and North Georgia R. R.	110.00	6	5,860.30	5,860.30	48.73	.....
121031	Thomasville and Bainbridge	Savannah, Florida and Western Rwy.	37.97	8.70	2,980.73	2,980.73	78.66	.....
121032	Swansea and Lawrenceville	Richmond and Danville R. R.	9.96	6	425.79	425.79	42.75	.....
121033	Talbotton and Benick (n. o.)	Talbotton R. R.	7.04	6	300.96	300.96	42.75	.....
121034	Gainesville and Social Circle	Gainesville, Jefferson and Southern R. R.	52.29	7.15	2,265.39	2,265.39	42.75	.....
121035	Roanoke Junction (n. o.) and Roanoke	Richmond and Danville R. R.	10.69	6	456.99	456.99	42.75	.....
121036	Dupont Ga., and Gainesville, Fla.	Savannah, Florida and Western Rwy.	119.31	7	8,568.84	8,568.84	71.83	.....
121037	Augusta, Ga., and Greenwood, S. C.	Central R. R. and Banking Co., of Georgia.	67.75	7	4,402.39	4,402.39	64.98	.....
121038	Cochran and Hawkinsville	East Tennessee, Virginia and Georgia Rwy.	10.52	13	449.73	449.73	42.75	.....
121039	Smithville and Albany	Central R. R. and Banking Co., of Georgia.	24.12	21	3,278.87	3,278.87	125.94	.....
121040	Albany, Ga., and Columbia, Ala.	Central R. R. and Banking Co., of Georgia.	63.68	7	3,808.25	3,808.25	59.85	.....
121041	Cuthbert and Fort Gaines	Central R. R. and Banking Co., of Georgia.	23.41	6	1,000.77	1,000.77	42.75	.....
121042	Atlanta, Ga., and Birmingham, Ala.	Richmond and Danville R. R.	167.54	14	21,629.41	21,629.41	129.10	.....
121043	Cornelia and Tallulah Falls	Blue Ridge and Atlantic R. R.	20.93	7	930.54	930.54	44.46	.....
121044	Climax, Ga., and Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	32.17	7	2,667.85	2,667.85	82.93	.....
121045	Belmont and Jefferson	Gainesville, Jefferson and Southern R. R.	13.34	6	570.28	570.28	42.75	.....
121046	Sylvania and Rocky Ford	Sylvania R. R.	14.97	12	639.96	639.96	42.75	.....
121047	Americus and Columbus	Central R. R. and Banking Co., of Georgia.	64.13	7	2,906.36	2,906.36	45.32	.....
121048	Augusta and Sandersville	Augusta, Gibson and Sandersville R. R.	81.16	6	3,489.59	3,489.59	42.75	.....
121049	Wrightsville and Dublin	Wrightsville and Tonnille R. R.	20.09	6	961.90	961.90	47.88	.....
121050	Lynons and Louvale	Savannah, Americus and Montgomery Rwy.	175.08	7	11,376.69	11,376.69	64.98	.....
121051	Columbus and McDonough	Georgia Midland and Gulf R. R.	99.20	6	4,410.43	4,410.43	44.46	.....
121052	Macon and Athens	Covington and Macon R. R.	106.07	7	4,988.47	4,988.47	47.03	.....
121053	Midville and Swainsboro	Midville and Swainsboro R. R.	18.42	6	787.45	787.45	42.75	.....
121054	Union Point and White Plains	Union Point and White Plains R. R.	13.79	12	589.52	589.52	42.75	.....
121055	Millen and Stillmore	Millen and Southern Rwy.	31.52	6	1,347.48	1,347.48	42.75	.....
121056	Atlanta and Fort Valley	Atlanta and Florida R. R.	104.53	6	4,468.65	4,468.65	42.75

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GEORGIA—continued.										
121057	Chattanooga, Tenn., and Carrollton, Ga.	Chattanooga, Rome and Columbus R. R.	138.00	7	7,551.36	7,551.36	
121058	Macon, Ga., and Palatka, Fla.	Georgia Southern and Florida R. R.	288.24	6.39	25,137.41	.....	25,137.41	.....	.....
121059	Crawford and Lexington	Lexington Terminal R. R.	4.95	12	198.78	.....	198.78	.....	.....
121060	Wadley and Rixville	Wadley and Mount Vernon R. R.	29.35	6	1,254.71	.....	1,254.71	.....	.....
121061	Statesboro and Dover	Dover and Statesboro R. R.	10.28	12	439.47	.....	439.47	.....	.....
121062	Dunlap (n. o.) and Smithonia.	Smithonia and Dunlap R. R.	6.54	12	279.58	.....	279.58	.....	.....
121063	Columbus and Albany	Columbus Southern Rwy	89.61	6	3,830.82	.....	3,830.82	.....	.....
121064	Fairbridge, Ga., and Montgomery, Ala.	Alabama Midland Rwy	176.30	11.54	12,058.92	.....	12,058.92	.....	.....
121065	Savannah and Tybee	Central R. R. and Banking Co. of Georgia.	16.00	7	684.00	.....	684.00	.....	.....
121066	Melvin (n. o.) and Lyons	do	57.77	7	3,457.53	.....	3,457.53	.....	.....
121067	Abbeville and House Creek	Abbeville and Waycross R. R.	13.50	6	350.00	.....	350.00	.....	.....	Agreement.
121068	Waycross and Nicholls	Waycross Air Line R. R.	29.22	6	500.00	.....	500.00	.....	.....	Do.
121069	Chattanooga, Tenn., and Gadsden, Ala.	Chattanooga Southern Rwy	92.20	6	1,000.00	.....	1,000.00	.....	.....	Do.
121070	Mechen and Easton	Middle Georgia and Atlantic Rwy.	13.60	6	465.00	.....	465.00	.....	.....	Do.
121071	Clinton, S. O., and Atlanta, Ga.	Georgia, Carolina and North-ern Rwy.	175.90	6	4,531.34	.....	4,531.34	.....	.....	Do.
121072	Macon and Dublin	Macon, Dublin and Savannah R. R.	53.61	6-	700.00	.....	700.00	.....	.....	Do.
			5,392.94	.....	546,887.04	65,433.40	610,290.44	.....	.....
FLORIDA.										
122001	Fernandina and Cedar Keys	Florida Central and Peninsular R. R.	155.84	7.64	10,018.95	.....	10,018.95	.....	64.29	All land grant.
122002	Lake City and River Junction	do	149.48	12.50	10,121.28	.....	10,121.28	.....	87.71	Do.
122003	Pensacola, Fla., and Flomaton, Ala.	Louisville and Nashville R. R.	43.48	21	3,178.20	.....	3,178.20	.....	78.18	Do.
123004	J., T. and K. W. Junction (n. o.) and New Smyrna	Atlantic and Western R. R.	28.09	6	1,200.84	.....	1,200.84	.....	42.75	

123005	Pensacola and Millview	Pensacola and Perdido R. R.	9.25	885.44	885.44	42.75	Do.
123006	Jacksonville and Lake City	Florida Central and Peninsular R. R.	59.81	4,090.55	4,090.55	83.44	
123007	Sanford and Tampa	South Florida R. R.	115.59	15,898.25	15,898.25	146.20	
123008	Astor and Lane Park	Florida Southern Rwy.	84.53	1,470.15	1,470.15	42.75	
123009	Hart's Road and Jacksonville	Florida Central and Peninsular R. R.	24.96	1,067.04	1,067.04	42.75	
123010	Sanford and Oviedo	Sanford and Indian River R. R.	17.36	742.14	742.14	42.75	Land grant, Waldo and Wildwood, 72.50 miles, at \$80.02 per mile.
123011	Waldo and Tavares	Florida Central and Peninsular R. R.	94.85	8,237.18	8,237.18	100.03	Pay based on a service of not less than six round trips per week.
123012	Palatka and Gainesville	Florida Southern Rwy.	50.12	4,754.38	4,754.38	94.90	All land grant.
123013	Tallahassee and St. Marks	Florida Central and Peninsular R. R.	22.03	941.78	941.78	42.75	
123014	Rehobelle and Fort Mason	Florida Southern Rwy.	80.76	7,387.92	7,387.92	91.48	
123015	Pensacola and River Junction	Pensacola and Atlantic R. R.	161.20	11,837.00	11,837.00	72.50	
123016	Jacksonville and St. Augustine	Jacksonville, St. Augustine, and Halifax River Rwy.	37.65	3,219.07	3,219.07	36.50	
123017	Micanopy Junction (n. o.) and Micanopy	Florida Southern Rwy.	3.86	165.01	165.01	42.75	
123018	Jacksonville and Sanford	Jacksonville, Tampa and Key West Rwy.	125.30	23,246.90	23,246.90	185.53	
123019	Wildwood and Tampa	Florida Central and Peninsular R. R.	85.62	4,509.60	4,509.60	52.67	
123020	De Land Junction (n. o.) and De Land	Jacksonville, Tampa and Key West Rwy.	4.10	194.30	194.30	47.88	
123021	Wahnetta and Bartow	South Florida R. R.	17.67	755.39	755.39	42.75	
123022	Tavares and Orlando	Florida Central and Peninsular R. R.	33.55	2,409.56	2,409.56	71.82	
123023	Leesburg and Brooksville	Florida Southern Rwy.	40.46	3,009.41	3,009.41	74.88	
123024	Pemberton and Bartow	South Florida R. R.	57.39	4,072.39	4,072.39	70.98	
123025	Enterprise Junction (n. o.) and Titusville	Jacksonville, Tampa and Key West Rwy.	40.69	3,096.10	3,096.10	76.09	
123026	Bartow and Punta Gorda	Florida Southern Rwy.	75.40	4,983.58	4,983.58	65.83	
123027	St. Augustine and Palatka	St. Augustine and Palatka Rwy.	24.90	1,064.47	1,064.47	42.75	
123028	Sanford and Tavares	Jacksonville, Tampa and Key West Rwy.	29.95	1,331.57	1,331.57	44.46	
123029	Sanford and St. Petersburg	Orange Belt Rwy.	153.26	9,545.85	9,545.85	62.42	
123030	Jacksonville and Pablo Beach	Jacksonville and Atlantic R. R.	17.38	742.99	742.99	42.75	
123031	Palatka and Daytona	St. John's and Halifax River Rwy.	54.24	3,292.36	3,292.36	60.70	
123032	Lake City and Fort White	Savannah, Florida and Western Rwy.	21.93	887.50	887.50	42.75	
123033	Ocala and Homosassa	Silver Springs, Ocala and Gulf R. R.	48.98	2,063.69	2,063.69	42.75	
123034	Tavares and Clermont	Tavares and Gulf R. R.	29.34	1,254.28	1,254.28	42.75	
123035	Thomasville, Ga., and Monticello, Fla.	Savannah, Florida and Western Rwy.	24.64	1,104.38	1,104.38	44.46	

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FLORIDA—continued.										
123036	Jacksonville and Mayport	Jacksonville, Mayport Pablo Rwy. and Navigation Co.	18.79	6	Dollars. 803.26	Dollars.	Dollars. 803.26	Dollars. 42.75	Dollars.	
123037	Kissimmee and Narcoossee	St. Cloud Sugar Belt Rwy.	16.56	12	707.94	....	707.94	42.75	....
123038	Tampa and Fort Tampa (n. o.)	South Florida R. R.	9.33	16.50	1,045.05	....	1,045.05	42.75	....
123039	Green Cove Springs and Melbourne	Western Rwy. Co. of Florida	33.92	6	1,450.08	....	1,450.08	42.75	....
123040	Drifton and Monticello	Florida Central and Peninsular R. R.	4.70	13.50	318.23	....	318.23	42.75	....
123041	Dunnellon and Inverness	Silver Springs, Ocala and Gulf R. R.	18.20	6	778.04	....	778.04	42.75	....
123042	Junction (n. o.) and San Mateo	St. Johns and Halifax River Rwy.	4.73	12	202.20	....	202.20	42.75	....
ALABAMA.										
124001	Montgomery, Ala., and West Point, Ga.	Western Rwy. Co. of Alabama	86.90	21	21,548.08	6,866.40	30,512.48	248.80	80.00	
124002	Montgomery and Selma	do	46.83	20	5,243.84	....	5,243.84	112.00	....
124003	Montgomery and Euflavia	Central R. R. and Banking Co. of Georgia	80.57	17.04	9,161.61	1,992.50	11,154.11	113.71	26.00	
124004	Montgomery and Decatur	South and North Alabama R. R.	183.86	14	24,396.38	4,576.00	28,972.38	132.60	25.00	All land grant.
124005	Memphis, Tenn., and Chattanooga, Tenn.	Memphis and Charleston R. R.	311.89	14.75	42,601.58	....	42,601.58	150.43	....	Lap service, St. Louis and Chicago, 38 miles, at \$38.41 per mile.
124006	Selma and Akron Junction	East Tennessee, Virginia and Georgia Rwy.	67.69	7	4,108.78	....	4,108.78	80.70	....
124007	Opelika, Ala., and Columbus, Ga.	Central R. R. and Banking Co. of Georgia	29.58	14	2,458.06	....	2,458.06	82.93	....
124008	Columbus, Ga., and Troy, Ala.	do	85.65	13	4,978.83	....	4,978.83	58.13	....
124009	Selma, Ala., and Meridian, Miss.	East Tennessee, Virginia and Georgia Rwy.	110.76	7	7,575.98	....	7,575.98	68.40	....	All land grant.
124010	Selma, Ala., and Cleveland, Tenn.	do	263.92	15.21	19,897.56	19,897.56	85.50	Land grant Selma and Patuxent (n. o.), 156 miles, at \$63.40 per mile.

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ALABAMA—continued.										
124038	Riverton and Margerum Junction (n. o.).	Birmingham, Sheffield and Tennessee River Rwy.	Miles. 11.43	6	Dollars. 488.63	Dollars. 42.75	Dollars. 488.63	Dollars. 42.75	Dollars. 42.75	
124039	Birmingham Junction (n. o.) and Blocton.	East Tennessee, Virginia and Georgia Rwy.	30.77	6	1,815.41	42.75	1,815.41	42.75		
124040	Tredegar Junction (n. o.) and Jacksonville.	East and West R. R. Co., of Alabama.	3.00	6						Pay not fixed.
			2,852.96		283,487.62	47,745.25	341,182.87			
MISSISSIPPI.										
126001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R.	550.11	15.39	95,009.45	30,254.05	125,263.50	172.71	55.00	
126002	Memphis, Tenn., and Grenada, Miss.	do	100.37	7	9,868.37		9,868.37	98.32		
126003	Vicksburg and Meridian.	Alabama and Vicksburg Ry.	140.66	7	15,908.09		15,908.09	130.81		Land grant, Jackson to Meridian, 95.21 miles, at \$104.64 per mile. All land grant.
126004	Mobile, Ala., and Cairo, Ill.	Mobile and Ohio R. R.	495.57	7	40,676.38		40,676.38	82.06		
126005	Greenville, Miss., and Birmingham, Ala.	Richmond and Danville R. R.	292.89	8.99	24,040.41		24,040.41	82.06		
126006	Clemdale and Eagle's Nest.	Louisville, New Orleans and Texas Rwy.	19.62	7	838.75		838.75	42.75		
126007	Maldon and Aberdeen.	Mobile and Ohio R. R.	9.45	14	452.94		452.94	47.88		
126008	Middleton, Tenn., and Pontotoc, Miss.	Gulf and Chicago R. R.	62.68	7	2,679.56		2,679.56	42.75		
126009	Durapt and Aberdeen.	Illinois Central, R. R.	108.63	7	6,779.59		6,779.59	62.41		
126010	Natches and Jackson.	Louisville, New Orleans and Texas Rwy.	99.54	8.01	9,872.37		9,872.37	99.18		
126011	Vacant.	Illinois Central R. R.	18.12	6	774.63		774.63	42.75		
126012	Greenwood and Peete.	Mobile and Ohio R. R.	14.06	21	853.44		853.44	60.70		
126013	Vacant.	do	11.52	20.77	502.27		502.27	43.60		
126014	Artesia and Columbus.	New Orleans and Northeastern R. R.	196.30	14	21,649.92	4,900.00	26,549.92	110.29	25.00	
126015	Artesia and Starkville.	do								
126016	Meridian, Miss., and New Orleans, La.	do								
126017	Clarksdale and Minter City.	Louisville, New Orleans and Texas, Rwy.	39.89	6	1,701.45		1,701.45	42.75		

120018	Jackson and Greenwood.....	Illinois Central R. R.....	100.40	6	6,613.28	0,013.38	63.83
120019	Memphis, Tenn., and New Or- leans, La.	Louisville, New Orleans and Texas Rwy.	435.80	14	51,027.50	51,027.20	112.00
120020	Leland, Miss., and Arkansas City, Ark.	do	24.44	12.31	1,880.05	1,880.05	70.95
120021	Memphis, Tenn., and Birming- ham, Ala.	Kansas City, Memphis and Birmingham R. R.	251.60	6.16	16,132.50	16,132.50	64.12
120022	Wilsnaki Junction (n. o.) and Rolling Fork	Louisville, New Orleans and Texas Rwy.	44.41	7.57	3,113.58	3,113.58	70.11
120023	Durant and Tchula.....	Illinois Central R. R.....	24.57	6	1,135.86	1,135.86	42.75
120024	Amory and Aberdeen.....	Kansas City, Memphis and Birmingham R. R.	13.98	12	507.04	507.64	42.75
120025	Lamont and Coahoma.....	Louisville, New Orleans and Texas Rwy.	75.70	7	5,631.32	5,631.32	74.89
TENNESSEE.			3,152.09	317,739.74	35,156.05	352,895.79	
127001	Nashville and Lebanon.....	Nashville, Chattanooga and St. Louis Rwy.	31.52	12	2,182.76	2,182.76	69.25
127002	Bristol and Chattanooga.....	East Tennessee, Virginia and Georgia Rwy.	242.79	15.54	43,592.94	55,727.94	179.55
127003	Rogersville and Bull's Gap.....	do	16.73	6	801.03	801.03	47.88
127004	Nashville and Chattanooga.....	Nashville, Chattanooga and St. Louis Rwy.	151.00	21	28,433.10	3,775.00	188.10
127005	Fayetteville and Decherd.....	do	40.41	6	2,211.23	2,211.23	54.72
127006	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.	121.75	16.30	21,547.31	24,586.31	176.98
127007	Nashville, Tenn., and Hickman, Ky.	Nashville, Chattanooga and St. Louis Rwy.	171.10	14	22,906.75	22,906.75	134.23
127008	Knoxville and Jellico.....	East Tennessee, Virginia and Georgia Rwy.	65.51	7	5,656.78	5,656.78	86.35
127009	Morristown and Kinzel (n. o.).....	do	43.50	14	3,607.45	3,607.45	82.93
127010	Tracy City and Cowan.....	Nashville, Chattanooga and St. Louis Rwy.	20.03	13	856.28	856.28	42.75
127011	Ooltewah, Tenn., and Cohutta, Ga.	Nashville, Chattanooga and East Tennessee, Virginia and Georgia Rwy.	11.54	14	680.74	680.74	58.99
127012	Dunlap, Tenn., and Bridgeport, Ala.	Nashville, Chattanooga and St. Louis Rwy.	38.06	6.92	1,627.06	1,627.06	42.75
127013	Tullahoma and Bon Air Coal Mine.	do	67.66	7	4,338.03	4,338.03	64.13
127014	Knoxville and Maryville.....	Knoxville and Augusta R. R.	17.78	6	780.09	760.09	42.75
127015	Columbia and Fayetteville.....	Nashville, Chattanooga and St. Louis Rwy.	48.87	6	2,089.19	2,089.19	42.75
127016	Dickson and Kimmins.....	do	47.07	6	2,012.24	2,012.24	42.75
127017	Columbia, Tenn., and Sheffield, Ala.	Nashville and Florence R. R.	86.85	6	5,494.99	5,494.99	63.27
127018	Johnson City, Tenn., and Cran- berry, N. C.	East Tennessee and Western North Carolina R. R.	34.19	6	1,461.62	1,461.62	42.75
127019	Moscow and Somerville.....	Memphis and Charleston R. R.	13.57	6	580.11	580.11	42.75
127020	Wartrace and Shelbyville.....	Nashville, Chattanooga and St. Louis Rwy.	8.36	12	435.97	435.97	52.15

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
TENNESSEE—continued.										
127021	Vacant.	East Tennessee, Virginia and Georgia Rwy.	Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
127022	Kearney and Clinton	Louisville and Nashville R. R.	30.57	7	2,352.36	2,352.36	2,352.36	76.95		
127023	Vacant	Nashville, Chattanooga and St. Louis Rwy.								
127024	Clarksville, Tenn., and Princeton, Ky.	Louisville and Nashville R. R.	57.53	6	2,450.40	2,450.40	2,450.40	42.75		
127025	Inman and Victoria	Nashville, Chattanooga and St. Louis Rwy.	5.68	6	242.82	242.82	242.82	42.75		
127026	Gallatin, Tenn., and Scottsville, Ky.	Chesapeake and Nashville Rwy.	35.87	6	1,686.96	1,686.96	1,686.96	47.03		
127027	Memphis and Perryville.	Tennessee Midland Rwy.	135.49	6	6,603.77	6,603.77	6,603.77	48.74		
127028	Vacant	Nashville and Knoxville R. R.	37.70	6	1,740.60	1,740.60	1,740.60	48.17		
127029	Lebanon and Carthage.	Knoxville, Cumberland Gap and Louisville R. R.	72.89	6	3,926.58	3,926.58	3,926.58	53.87		
127030	boro, Ky. and Middle-	Nashville and Knoxville R. R.	31.36	6	1,447.89	1,447.89	1,447.89	48.17		
127031	Bridges and Cookeville.	Chicago, Cincinnati and Chicago R. R.	17.67	6	755.39	755.39	755.39	42.75		Agreement.
127032	Johnson City and Erwin.	Southern Iron Co.	21.55	6	300.00	300.00	300.00			Do.
127033	Etina and Maunle	Marietta and North Georgia Rwy.	122.34	6	2,500.00	2,500.00	2,500.00			Do.
127034	Knoxville, Tenn., and Blue Ridge, Ga.	Nashville, Chattanooga and St. Louis Rwy.	20.56	6	400.00	400.00	400.00			Pay not fixed.
127035	Pikeville and Dunlap	Charleston, Cincinnati and Chicago R. R.	4.11	6						Do.
127036	Erwin and Unaka Springs	East Tennessee, Virginia, and Georgia Rwy.	12.92	6						
127037	Johnson City and Embreeville									
			1,884.13		175,722.44	18,949	194,671.44			
KENTUCKY.										
129001	Elkton and Guthrie	Louisville and Nashville R. R.	12.07	12	515.99	515.99	515.99	42.75		
129002	Cincinnati, Ohio, and Lexington, Ky.	Kentucky Central Rwy.	99.92	18	13,753.98	13,753.98	13,753.98	137.66		
129003	LaGrange and Lexington	Louisville and Nashville R. R.	67.32	19	7,597.72	597.72	597.72	112.86		

			110.10	24.48	38,725.18	8,720.00	48,445.18	360.81	80.00	R.P.O., 109 miles, Cincinnati and Louisville junction (n.o.).
129004	Cincinnati, Ohio and Louisville, Ky.	do	186.14	24.05	59,361.90	14,891.20	74,253.10	318.91	80.00	
129005	Louisville, Ky., and Nashville, Tenn.	do	36.74	12	1,947.58		1,947.58	53.01		
129006	Bardonia Junction and Springfield, Tenn.	do	171.44	15.31	22,866.66		22,866.66	133.38		
129007	Lebanon Junction, Ky., and Jellison, Tenn.	do	292.70	16.11	57,498.77	7,879.50	65,378.27	218.88	30.00	
129008	Bowling Green, Ky., and Memphis, Tenn.	do	392.00	14.15	47,255.60		47,255.60	120.55		
129009	Newport News and Mississippi Valley Co.	do	6.22	12	295.90		295.90	42.75		
129010	Elizabethtown and Cecilian	do	11.03	10	612.93		612.93	55.57		
129011	Glasgow Junction and Glasgow	do	19.44	18	1,198.71		1,198.71	61.58		
129012	Anchorage and Shelbyville	do	37.60	10.19	1,607.39		1,607.39	42.75		
129013	Webbville and Greenup	do	85.65	9.32	5,784.80		5,784.80	67.54		
129014	Owensboro and Adairville	do	50.47	12	3,883.66		3,883.66	76.95		
129015	Mayville and Paris	do	132.60	18.36	15,745.41		15,745.41	127.39		
129016	Lexington and Ashland	do	4.50	14	1,550.52	360.00	1,910.52	344.56	80.00	
129017	Cincinnati Junction (n. o.) and Louisville and Nashville Junction (n. o.)	do	38.94	6	2,084.52		2,084.52	58.43		
129018	Richmond and Livingston	do	16.91	10.23	722.90		722.90	42.75		
129019	Johnson Junction and Hillsboro	do	338.70	25.05	80,214.32	27,096.00	107,310.32	298.53	80.00	
129020	Cincinnati, Ohio, and Chattanooga, Tenn.	do	5.82	18	303.51		303.51	52.15		
129021	Harrodsburg and Harrodsburg Junction (n. o.)	do	19.44	6	831.05		831.05	42.75		
129022	Mount Sterling and Rothwell	do	11.03	8.18	471.53		471.53	42.75		
129023	Louisville and Prospect	do	32.27	6	1,765.81		1,765.81	54.72		
129024	Lebanon and Greensburg	do	100.88	17.74	2,733.26	4,009.75	25,743.01	135.09	25.00	
129025	Huntington, W. Va., and Cincinnati, Ohio	do	27.72	12	1,208.60		1,208.60	43.00		
129026	Shelbyville and Bloomfield	do	49.91	6	2,773.50		2,773.50	55.57		
129027	Ashland and Richardson	do	11.76	6	502.74		502.74	42.75		
129028	Kingsville and Xosomito	do	10.30	8.58	825.07		825.07	42.75		
129029	Georgetown and Versailles	do	34.91	6	1,522.07		1,522.07	43.00		
129030	Richmond Junction (n. o.) and Richmond	do	16.67	6	712.64		712.64	42.75		
129031	Madisonville and Providence	do	39.75	15.50	8,976.19		8,976.19	100.03		
129032	Paris and Richmond	do	67.42	6	3,747.20		3,747.20	55.58		
129033	Dodge and Jackson	do	100.67	8.10	7,488.84		7,488.84	74.39		
129034	Evansville, Ind., and Princeton, Ky.	do	6.91	12	205.39		205.39	42.75		
129035	Morgantown and Uniontown	do	6.91	12	205.39		205.39	42.75		

C.—Railroad service as in operation on the 30th of June, 1893—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
KENTUCKY—continued.										
129036	Glasgow Junction and Mammoth Cave.	Louisville and Nashville R. R.	8.51	14	363.80	.....	363.80	42.75	.....
129037	Corbin, Ky., and Cumberland Gap, Tenn.	.....do	47.40	16.60	3,363.98	.....	3,363.98	70.97	.....
129038	Elizabethtown and Hodgenville.	Hodgenville and Elizabethtown Rwy.	11.70	22.79	500.17	.....	500.17	42.75	.....
129039	Louisville and Lexington.	East Tennessee, Virginia and Georgia Rwy.	87.30	11.30	6,792.81	.....	6,792.81	77.81	.....
129040	Louisville and Henderson.	Louisville, St. Louis and Texas Rwy.	142.51	13	9,043.63	.....	9,043.63	71.82	.....
129041	Frankfort and Paris.	Kentucky Midland Rwy.	41.35	15	1,767.70	.....	1,767.70	42.75	.....
129042	Owensboro and Fordsville.	Owensboro, Falls of Rough and Green River R. R.	26.78	6	1,144.84	.....	1,144.84	42.75	.....
129043	Lawrenceburgh and Harrodsburgh.	East Tennessee, Virginia and Georgia Rwy.	22.30	10	1,677.85	.....	1,677.85	75.24	.....
129044	Irvington and Fordsville.	Louisville, Hardinsburg and Western Rwy.	41.21	6	1,761.72	.....	1,761.72	42.75	.....	Agreement.
129045	Lexington and Dodge.	Kentucky Union Rwy.	27.04	6	100.00	.....	100.00	42.75	.....
129046	Dempster Junction (n.o.) and Falls of Rough.	Louisville, Hardinsburg and Western Rwy.	4.74	6	202.63	.....	202.63	.....	.....	Do.
129047	Paducah, Ky., and Hollow Rock, Tenn.	Paducah, Tennessee and Alabama R. R.	88.95	6	1,777.32	.....	1,777.32	.....	.....	Do.
129048	Versailles and Irvine.	Richmond, Nicholasville, Irvine and Beattyville R. R.	60.78	6	1,475.00	.....	1,475.00	.....	.....
			3,284.52	.....	442,322.39	62,956.45	505,278.74	.....	.....
OHIO.										
131001	Bellaire and Columbus.	Baltimore and Ohio R. R.	136.92	25.90	29,617.16	5,190.00	34,807.16	210.31	50.00	R. P. O., Bellaire and Newark, 103.80 miles.
131002	Pittsburg, Pa., and Chicago, Ill.	Pennsylvania Company.	468.20	20.60	183,750.52	65,548.00	249,298.52	413.82	140.00	
131003	Pittsburg, Pa., and Bellaire, Ohio.	.....do	94.79	25.60	17,100.11	.....	17,100.11	180.40	.....
131004	Hudson and Columbus.	Cleveland, Akron and Columbus Rwy.	144.66	22.42	14,470.34	.....	14,470.34	100.03	.....
131005	Cleveland, Ohio, and Pymatuning, Pa.	New York, Lake Erie and Western R. R.	88.48	42.08	15,508.77	.....	15,508.77	175.28	.....

131006	Cleveland and Wellsville.....	Pennsylvania Company.....	101.35	24.19	23,829.41	7,416.00	20,829.41	235.12	.....
131007	Elyria and Millbury.....	Lake Shore and Michigan Southern Rwy.....	76.01	26.00	24,820.05	.....	32,230.05	360.89	100.00
131008	Bayard and New Philadelphia.....	Pennsylvania Company.....	32.33	12.00	2,156.08	.....	2,156.08	66.69	.....
131009	Cleveland and Sherodsville.....	Cleveland and Canton R. R.....	110.52	11.68	7,370.57	.....	7,370.57	66.69	.....
131010	Sandusky and Newark.....	Baltimore and Ohio R. R.....	116.54	16.30	24,511.86	4,890.00	28,901.86	210.33	50.00
131011	Xenia and Dayton.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	16.48	28.00	2,155.75	.....	2,155.75	130.81	.....
131012	Springfield and Sandusky.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.....	130.20	16.11	12,022.66	.....	12,022.66	92.34	.....
131013	Columbus and Delaware.....	do.....	24.48	26.50	4,853.52	1,917.60	6,771.12	177.84	80.00
131014	Columbus and Cincinnati.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	119.40	35.00	55,229.96	11,940.00	67,169.96	462.56	100.00
131015	Columbus, Ohio, and Indianapolis, Ind.....	do.....	188.37	41.58	192,141.16	53,977.80	246,118.96	1,020.02	290.00
131016	Gallion, Ohio, and Indianapolis, Ind.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.....	204.09	23.47	33,852.40	5,079.00	38,931.40	165.87	25.00
131017	Bloomer and Hillsboro.....	Baltimore and Ohio Southwestern R. R.....	21.92	12.00	1,461.84	.....	1,461.84	66.69	.....
131018	Portsmouth and Henden Junction.....	do.....	56.35	12.00	3,270.18	.....	3,270.18	58.14	.....
131019	Toledo, Ohio, and Quincy, Ill.....	Wabash R. R.....	474.25	19.39	124,078.02	35,821.00	159,899.02	261.63	90.00
131020	Sandusky, Ohio, and Peoria, Ill.....	Lake Erie and Western Rwy.....	417.21	13.22	29,064.01	.....	29,064.01	71.82	.....
131021	Carey and Findlay.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.....	15.50	13.00	662.62	.....	662.62	42.75	.....
131022	Dayton and Union City.....	Dayton and Union R. R.....	47.10	16.33	2,875.73	.....	2,875.73	50.44	.....
131023	Dayton and Toledo.....	Dayton and Michigan R. R.....	143.90	21.55	27,067.58	9,353.50	36,421.08	188.10	65.00
131024	Hamilton, Ohio, and Indianapolis, Ind.....	Cincinnati, Hamilton and Indianapolis R. R.....	100.13	16.50	12,499.23	.....	12,499.23	124.83	.....
131025	Cincinnati, Ohio, and Richmond, Ind.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	74.30	19.00	9,910.13	1,887.50	11,797.63	183.38	25.00
131026	Cincinnati and Dayton.....	Cincinnati, Hamilton and Dayton R. R.....	59.10	37.28	12,581.90	3,841.50	16,423.30	212.89	65.00
131027	Xenia and Springfield.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	19.88	16.50	1,648.65	.....	1,648.65	82.93	.....
131028	Cincinnati, Ohio, and Parkersburg, W. Va.....	Baltimore and Ohio Southwestern R. R.....	195.30	24.12	80,151.12	19,530.00	99,681.12	410.40	100.00
131029	Morrow and Trinway.....	Cincinnati and Muskingum Valley Rwy.....	148.61	12.50	12,960.27	.....	12,960.27	87.21	.....
131030	Dayton, Ohio, and Richmond, Ind.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	41.50	19	5,641.51	.....	5,641.51	135.94	.....
131031	Harrison, Ohio, and Beeson, Ind.....	White Water R. R.....	45.92	6	3,397.08	.....	3,397.08	73.53	.....
131032	Pittsburg, Pa., and Columbus, Ohio.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	191.00	65.40	227,158.21	74,490.00	301,648.21	1,180.31	390.00

R. P. O. cars, Newark and Chicago, 87.80 miles.

R. P. O. cars, Toledo to La Fayette, 203.10 miles at \$80 per mile; La Fayette to Decatur, 110.80 miles, at \$115 per mile; Decatur to Quincy, 150.60 miles, at \$25 per mile.

REPORT OF THE POSTMASTER-GENERAL.

No. of office.	State and termini.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Average No. of trips per week over whole route.	Annual pay for transportation. <i>Dollars.</i>	Annual pay for R. P. O. cars. <i>Dollars.</i>	Total annual pay. <i>Dollars.</i>	Cost per mile for transportation. <i>Dollars.</i>	Cost per mile for R. P. O. cars.	Remarks.
OHIO—continued.										
131033	Columbus and Springfield	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	45.00	22	5,963.41	3,600.00	9,563.51	132.52	80.00	
131034	Salamanca, N. Y., and Dayton, Ohio.	N. Y. and St. Louis Rwy.	388.54	81.05	52,153.72	.....	52,153.72	134.23	.....
131035	Sharpsburg Junction (n. o.) and Ansonville	Western R. R.	1.64	6	70.11	.....	70.11	42.75	.....
131036	Columbus and Athens	Toledo and Ohio Central Extension R. R.	76.75	18	8,071.03	.....	8,071.03	105.16	.....
131037	Niles and New Lisbon	Columbus, Hooking Valley and Toledo Rwy.	34.01	12	1,948.09	.....	1,948.09	57.28	.....
131038	Newark and Shawnee	N. Y. and St. Louis Rwy.	44.04	12	2,070.76	.....	2,070.76	47.02	.....
131039	Delphos and Dayton	Baltimore and Ohio R. R.	95.20	6	4,639.10	.....	4,639.10	46.73	.....
131040	Marietta and Valley Junction (n. o.)	Cincinnati, Hamilton and Dayton R. R.	106.03	12	4,159.00	.....	4,159.00	76.95	.....
131041	Lorain and Bridgeport	Cleveland and Marietta Rwy.	158.13	10.47	13,790.51	.....	13,790.51	87.21	.....
131042	Cleveland and Cincinnati	Cleveland, Lorain and Wheeling R. R.	241.92	29.70	78,391.75	17,840.70	95,732.45	324.04	105.00	R. P. O., Cleveland to Gallon, 76.74 miles, at \$105 per mile; Gallon to Delaware, 33.93 miles, and Springfield to Cincinnati, 76.17 miles, at \$80 per mile.
131043	Mansfield and Toledo	Pennsylvania Company	85.60	21	6,306.93	.....	6,306.93	74.38	.....
131044	Ashtabula, Ohio, and Mahoning town, Pa.	do	78.81	9.89	4,042.95	.....	4,042.95	51.30	.....
181045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	133.97	29.50	96,187.02	32,751.00	127,938.62	710.51	245.00	
131046	Painesville and Youngstown	Pittsburg and Western Rwy.	61.70	12	2,413.75	.....	2,413.75	47.88	.....	Lap service, Warren to Youngstown, 16.21 miles, at \$14.54 per mile.
131047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R.	271.28	20	51,722.24	13,555.00	65,277.24	190.66	50.00	
131048	Morgan Junction and Cumberland	Eastern Ohio R. R.	17.70	9	756.67	.....	756.67	42.75	.....
131049	Marietta, Ohio, and Parkersburg, W. Va.	Baltimore and Ohio Southern R. R.	14.06	21	1,214.08	1,214.08	86.35	

REPORT OF THE POSTMASTER-GENERAL.

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
131076	OHIO—continued. Akron, Ohio, and New Castle Junction (n. o. P.)	Pittsburg and Western Rwy.	78.91	6.71	4,385.02	4,385.02	4,385.02	55.87	
131077	Nelsonville and New Straitsville.	Columbus, Hooking Valley and Toledo Rwy.	19.80	9	846.45	846.45	846.45	42.75	.....
131078	Cincinnati and Dadds	Cincinnati, Lebanon and Northern Rwy.	37.60	10.73	1,960.84	1,960.84	1,960.84	52.15	.....
131079	Chagrin Falls Junction (n. o.) and Chagrin Falls.	Cleveland and Canton R. R. ...	8.57	24.00	373.73	373.73	373.73	43.61	.....
131080	Toledo and Rowston	Wheeling and Lake Erie Rwy	175.62	6.06	14,114.57	14,114.57	14,114.57	80.37	.....
131081	Delphos and Carey	Cleveland and Western R. R. ...	56.68	6	2,616.92	2,616.92	2,616.92	46.17	.....
131082	St. Marys and Minster	Lake Erie and Western Rwy.	10.23	9	437.33	437.33	437.33	42.75	.....
131083	Means and Cadiz	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	8.12	21	673.39	673.39	673.39	82.93	.....
131084	Logan and New Straitsville	Columbus, Hooking Valley and Toledo Rwy.	12.74	9	609.99	609.99	609.99	47.88	.....
131085	Fultonham and Redfield	Columbus and Eastern R. R. ...	7.11	9	303.95	303.95	303.95	42.75	.....
131086	Alliance and Niles	Pennsylvania Company	27.93	9.50	1,194.00	1,194.00	1,194.00	42.75	.....
131087	Huron and Norwalk	Wheeling and Lake Erie Rwy.	14.13	12	604.05	604.05	604.05	42.75	.....
131088	Corning and Gallipolis	Kanawha and Michigan Rwy.	74.69	6	4,087.03	4,087.03	4,087.03	54.72	.....
131089	Cleveland, Ohio, and Chicago, Ill.	New York, Chicago and St. Louis R. R.	339.33	6.32	25,819.61	25,819.61	25,819.61	76.09	.....
131090	Marion, Ohio, and Chicago, Ill.	Chicago and Erie R. R.	270.50	14.80	20,582.34	20,582.34	20,582.34	76.09	.....
132091	Toledo and Kenton	Toledo, Columbus and Cincinnati Rwy.	72.49	13.23	4,462.48	4,462.48	4,462.48	61.56	.....
131092	Canton and Zanesville	Cleveland and Canton R. R. ...	85.03	15	6,470.78	6,470.78	6,470.78	76.10	.....
131093	New Galilee, Pa., and New Lisbon, Ohio.	Pittsburg, Marion and Chicago Rwy.	25.94	7.22	1,153.29	1,153.29	1,153.29	44.46	.....
131094	Columbus and Midland City	Columbus and Cincinnati Midland R. R.	71.30	21	6,156.75	6,156.75	6,156.75	86.35	.....
	{ Buffalo, N. Y., and Cleveland, Ohio Cleveland and Elyria	{	183.00	{					450	
	{ Elyria and Millbury	{ Lake Shore and Michigan Southern Rwy.	25.06	{					450	
131095	{ Millbury and Toledo	{	79.77	{					350	
	{ Toledo, Ohio, and Elkhart, Ind.	{	8.07	{					450	
	{ Elkhart, Ind., and Chicago, Ill.	{	142.90	{					200	
	{ Marietta and Stewart	{	101.20	{					450	
131096	Marietta and Stewart	Toledo and Ohio Central Extension R. R.	29.90	6	1,533.87	1,533.87	1,533.87	51.30	.....
131097	St. Clairsville and Barton	St. Clairsville Company operating St. Clairsville and Northern Rwy.	4.36	14	186.39	186.39	186.39	42.75	.....

C.—Railroad service as in operation on the 30th June, 1899—Continued.

No. of route.	State and terminus.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
133010	INDIANA—continued. Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy....	338.90	28.94	109,629.08	33,890.00	143,419.08	823.19	100.00	
133011	Cambridge City and Columbus....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	83.73	12	4,359.13	.....	4,359.13	68.40	.....
133012	Evansville and Terre Haute....	Evansville and Terre Haute R. R.	109.71	18	15,758.74	.....	15,758.74	143.04	.....
133013	Terre Haute, Ind., and St. Joseph, Mich.	Terre Haute and Indianapolis R. R.	225.77	12	17,507.16	.....	17,507.16	77.81	.....
133014	State Line (n. o.) and Logansport..	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	61.27	12	5,552.90	.....	5,552.90	90.63	.....
133015	North Vernon and Rushville.....	Cincinnati, Wabash and Michigan Rwy.	46.37	6	1,982.31	.....	1,982.31	42.75	.....
133016	Fairland and Martinsville.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	37.85	6	1,618.08	.....	1,618.08	42.75	.....
133017	Bradford, Ohio, and Logansport, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	114.65	16.13	14,703.86	.....	14,703.86	128.25	.....
133018	Indianapolis, Ind., and Peoria, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	212.41	19	31,417.56	5,287.50	36,705.06	147.91	95.00	
133019	Louisville, Ky., and North Vernon, Ind.	Ohio and Mississippi Rwy....	57.68	28	9,074.22	.....	9,074.22	157.32	.....
133020	Fort Wayne and Connersville....	Lake Erie and Western R. R.	108.86	6	7,724.70	.....	7,724.70	70.96	.....
133021	Richmond and Fort Wayne.....	Grand Rapids and Indiana R. R.	92.34	12	8,368.77	.....	8,368.77	90.63	.....
133022	Anderson, Ind., and Benton Harbor, Mich.	Cincinnati, Wabash and Michigan Rwy.	165.09	12	12,421.37	.....	12,421.37	75.24	.....
133023	Oakland City, Ind., and Belleville, Ill.	Louisville, Evansville and St. Louis Consolidated R. R.	159.08	14	15,777.55	.....	15,777.55	99.18	.....
133024	Terre Haute, Ind., and Danville, Ill.	Chicago and Eastern Illinois R. R.	55.43	19	7,345.58	.....	7,345.58	132.52	.....
133025	Indianapolis and Terre Haute....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	73.39	24	9,286.77	.....	9,286.77	126.54	.....
133026	Worthington and Evansville.....	Evansville and Indianapolis R. R.	98.10	8.42	6,039.03	.....	6,039.03	61.50	.....
133027	Detroit, Mich., and Butler, Ind.	Wabash R. R.	113.76	13	9,823.18	.....	9,823.18	86.35	.....
133028	La Crosse and Attica.....	Chicago and Indiana Coal Rwy.	83.93	6	4,376.94	.....	4,376.94	52.15	.....
133029	Lafayette, Ind., and Kankakee, Ill.	Cincinnati, Lafayette and Chicago R. R.	75.48	14.77	29,040.93	8,602.00	37,642.93	384.75	115.00	

133030	133031	133032	133033	133034	133035	133036	133037	133038	133039	133040	133041	133042	133043	133044	133045	133046	133047	133048	133049	133050	133051	133052	133053	133054	133055	133056	133057	133058
Terre Haute and Worthington.....	Attica and Brazil.....	Evansville and Jasper.....	Frankfort and Kokomo.....	Rockport and Rockport Junction (n. o.).....	New Salisbury and Corydon.....	Switz City and Bedford.....	Anderson and Waveland.....	Indianapolis and Michigan City.....	Fort Branch and Mount Vernon.....	Chili and Perrin.....	Stewartville and New Harmony.....	New Castle and Rushville.....	Terre Haute, Ind., and East St. Louis, Ill.....	Terre Haute, Ind., and East St. Louis, Ill.....	Lawrenceburg Junction (n. o.) and Lawrenceburg.....	Frankfort, Ind., and East St. Louis R. R. Station (n. o.), Ill.....	Attica and Covington.....	Louisville, Ky., and Oakland City, Ind.....	Greensburg and Columbus.....	Elkhart and Seymour.....	Orleans and French Lick.....	Lincoln City and Cannelton.....	Brazil and Saline City.....	Butler and Loganport.....	Beeoon (n. o.) and Hagerstown.....	Jeffersonville and Watson.....	Goodland, Ind., and Monroeville, Ill.....	Goshen, Ind., and Findlay, Mich.....
Evansville and Indianapolis R. R.....	Chicago and Indiana Coal Rwy.....	Louisville, Evansville and St. Louis Consolidated R. R.....	Toledo, St. Louis and Kansas City R. R.....	Louisville, Evansville and St. Louis Consolidated R. R.....	Corydon R. R.....	Louisville, New Albany and Chicago Rwy.....	Chicago and Southeastern Rwy.....	Louisville, New Albany and Chicago Rwy.....	Evansville and Terre Haute R. R.....	Wabash R. R.....	Peoria, Decatur and Evansville Rwy.....	Lake Erie and Western R. R.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.....	Terre Haute and Indianapolis R. R.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.....	Toledo, St. Louis and Kansas City, R. R.....	Wabash R. R.....	Louisville, Evansville and St. Louis Consolidated R. R.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy.....	Evansville and Richmond R. R.....	Orleans, West Baden and French Lick Springs, Rwy.....	Louisville, Evansville and St. Louis Consolidated R. R.....	Evansville and Indianapolis R. R.....	Wabash R. R.....	White Water R. R.....	Ohio and Mississippi Rwy.....	Chicago and Indiana Coal Rwy.....	Lake Shore and Michigan Southern Rwy.....
40.01	62.32	54.36	25.77	16.35	8.57	41.53	80.27	155.18	38.75	9.98	7.42	24.85	189.05	197.35	2.50	244.35	15.78	90.29	26.89	75.56	18.76	22.50	12.31	94.01	14.15	7.65	34.64	26.26
0	0	19.76	6	19	18	6	6	12.51	6	6	12	6	26.95	51.61	18.50	6	12	18.52	8.78	6	12	12	12	12.75	6	18.50	6	7.95
2,343.32	3,090.44	3,090.34	1,632.87	796.73	373.05	1,775.40	3,140.94	12,869.07	1,656.56		317.20	1,062.33	20,755.29	159,253.61	138.92	10,454.51	674.59	10,866.29	1,149.54	3,876.22	801.99	961.87	526.25	8,198.61	604.91	327.03	1,954.73	1,550.10
5,343.42	3,090.44	3,090.34	1,632.87	796.73	373.05	1,775.40	3,140.94	12,869.07	1,656.56		317.20	1,062.33	20,755.29	159,253.61	138.92	10,454.51	674.59	10,866.29	1,149.54	3,876.22	801.99	961.87	526.25	8,198.61	604.91	327.03	1,954.73	1,550.10
0.7.39	2,090.44	2,090.34	1,632.87	796.73	373.05	1,775.40	3,140.94	12,869.07	1,656.56		317.20	1,062.33	20,755.29	159,253.61	138.92	10,454.51	674.59	10,866.29	1,149.54	3,876.22	801.99	961.87	526.25	8,198.61	604.91	327.03	1,954.73	1,550.10

Pay Ladoga to Waveland, 14.40 miles, at \$325 per annum, by agreement.

Without compensation to June 30, 1892.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
INDIANA—continued.										
133059	Vacant.	Evansville, Suburban and Newburg Rwy.	10.11	12	Dollars. 432.20	Dollars. 432.20	432.20	Dollars. 42.75	Dollars.	
133060	Evansville and Newburg.	Evansville and Richmond R. R.	27.91	6	750.00	750.00	750.00	42.75		Agreement.
133061	Seymour and Westport.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	6.37	6	272.31	272.31	272.31	42.75		Agreement.
133062	New Albany and Louisville.	do	1.85	6	79.08	79.08	79.08	42.75		Agreement.
133063	Jeffersonville Junction (n. o.) and Jeffersonville.	Cincinnati, Wabash and Michigan Rwy.	39.44	6	986.00	986.00	986.00			
133064	Anderson and Rushville	do								
ILLINOIS.										
135001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy. Co.	85.00	38	22,020.95	3,400.00	25,420.95	259.07	40.00	R. P. O., 120.90 miles, 270.50 miles land grant, Cedar Rapids to U. P. Transfer (n. o.) R. P. O., \$90 for 219.40 miles; \$50 for 214.70 miles; \$90 for 21.40 miles, and \$65 for 1.40 miles.
135002	Chicago and Freeport.	do	121.37	26.79	23,141.61	4,886.00	27,977.61	190.87	40.00	
135003	Chicago, Ill., and Union Pacific Transfer (n. o.), Iowa.	do	489.90	29.57	136,003.38	34,148.00	170,151.38	{ 312.08 50.00 249.66 }	{ 90.00 50.00 85.00 }	
135004	Elgin, Ill., and Lake Geneva, Wis.	do	44.68	18	2,636.12	2,636.12	2,636.12	59.00		
135005	Rock Island and East St. Louis.	Chicago, Burlington and Quincy R. R. Co.	247.05	17.06	40,133.27	40,133.27	40,133.27	162.45		
135006	Sidell and Olney.	Chicago and Ohio River R. R. Co.	85.78	6	3,960.46	3,960.46	3,960.46	46.17		
135007	Chicago, Ill., and Burlington, Iowa.	Chicago, Burlington and Quincy R. R. Co.	205.84	49.29	258,183.05	69,562.00	317,705.05	1,254.20	{ 300.00 250.00 }	R. P. O., \$300 per mile for 182.44 miles, and \$250 per mile for 43.40 miles.
135008	Rushville and Yates City.	do	63.13	12	6,639.38	6,639.38	6,639.38	105.17		
135009	Peoria and Rio.	do	65.78	20.84	9,223.67	9,223.67	9,223.67	140.22		
135010	Galesburg and Quincy.	do	100.82	29.73	32,068.80	8,982.00	41,048.80	318.06	90.00	R. P. O., 96.80 miles.
135011	Burlington, Iowa, and Quincy, Ill.	do	72.65	10.70	4,720.79	4,720.79	4,720.79	64.98		

C.—Railroad service as is operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for E. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	ILLINOIS—continued.									
135041	Quincy, Ill., and Hannibal, Mo.	Chicago, Burlington and Quincy R. R. Co.	124.70	21.53	\$2,663.97		\$2,663.97	\$135.09		
135042	Chicago and Danville.	Chicago and Eastern Illinois R. R. Co.	124.70	33.72	24,203.02		24,203.02	194.09		
135043	Streator and Fairbury	Wabash R. R. Co.	31.97	6.00	1,394.21		1,394.21	43.61		
135044	Danville and Tuscola.	Chicago and Eastern Illinois R. R. Co.	51.28	8.84	2,937.83		2,937.83	57.29		
135045	Marion and Harrison Station (n.o.)	St. Louis, Alton and Terre Haute R. R. Co.	28.54	13.00	2,598.85		2,598.85	97.47		
135046	Jacksonville and Drivers.	Jacksonville, Louisville and St. Louis Rwy. Co.	131.97	9.71	10,494.25		10,494.25	79.53		
135047	Chester and Tamarac.	Wabash R. R. Co.	43.10	12.00	3,795.81		3,795.81	88.07		
135048	Terre Haute, Ind., and Peoria, Ill.	Terre Haute and Peoria R. R. Co.	174.38	6.95	13,418.54		13,418.54	76.95		
135049	Springfield and Havana.	Chicago, Peoria and St. Louis Rwy. Co.	46.96	8.83	2,850.94		2,850.94	60.71		
135050	Danville and Cairo.	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.	290.39	8.16	22,487.28		22,487.28	86.36		
135051	Ancona and Pekin.	Atchafalaya, Topeka and Santa Fe R. R. Co.	58.42	13.01	4,645.55		4,645.55	79.52		
135052	Courtland and Sycamore.	Chicago and Northwestern Rwy. Co.	5.02	6.00	214.80		214.80	42.75		
135053	East St. Louis and Cairo.	Mobile and Ohio R. R. Co.	152.75	16.49	23,193.75		23,193.75	152.19		
135054	Chicago and Lanark Junction (n.o.)	Chicago, Milwaukee and St. Paul Rwy. Co.	116.60	21.09	26,418.22		26,418.22	228.58	25.00	
135055	Decatur, Ill., and Indianapolis, Ind.	Indianapolis, Decatur and Western Rwy. Co., R. E. F. Peirce and B. A. Sands, trustees.	153.79	13	16,567.79		16,567.79	107.73		
135056	Geneva and Aurora.	Chicago and Northwestern Rwy. Co.	10.29	30	659.89		659.89	64.13		
135057	Rockelle and Rockford.	Chicago and Iowa R. R. Co.	27.69	17.84	2,107.20		2,107.20	76.10		
135058	West Lebanon, Ind., and Le Roy, Ill.	Illinois Central R. R. Co.	75.13	6	3,982.64		3,982.64	53.01		
135059	Rock Island and Cable.	Rock Island and Peoria Rwy. Co.	27.04	6	1,155.96		1,155.96	42.75		

135060	Barnett and Kampsville.....	Litchfield, Carrollton and Western R. R. Co.....	51.09	6	2,311.47	2,311.47	44.46
135061	Alton Junction (n. o.) and Chicago and Alton Junction (n. o.).....	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.....	4.16	26.50	245.44	245.44	59.00
135062	Kankakee and Bloomington.....	Illinois Central R. R. Co.....	86.37	6	4,505.05	4,505.05	52.18
135063	Shumway and Elmhurst.....	Wabash R. R. Co.....	8.45	6	447.93	447.93	53.01
135064	Kankakee Junction (n. o.).....	Illinois Central R. R. Co.....	43.01	6	2,132.86	2,132.86	46.59
135065	Sidney and Champaign.....	Wabash R. R. Co.....	12.18	6	520.69	520.69	42.75
135066	Chicago and Alton Junction.....	do.....	216.23	14.49	23,850.16	23,850.16	110.30
135067	Havana and Galesburg.....	Fulton County Narrow Gauge Rwy. Co.....	60.40	6	3,201.80	3,201.80	53.01
135068	Peoria and Oklaoonsa, Iowa.....	Iowa Central Rwy. Co.....	190.04	6.64	14,368.32	14,368.32	75.24
135069	Kankakee and Seneca.....	Cleveland, Cincinnati, Chicago and St. Louis Rwy. Co.....	43.49	6	1,839.19	1,839.19	42.75
135070	Galva and Gladstone.....	Chicago, Burlington and Quincy R. R. Co.....	74.46	12	5,220.39	5,220.39	70.11
135071	Aurora and Turner.....	do.....	12.96	9.68	554.04	554.04	42.75
135072	Elmwood and Buda.....	Chicago, Burlington and Northern R. R. Co.....	333.38	8.54	3,293.98	3,293.98	74.39
135073	Oregon, Ill., and St. Paul, Minn.....	do.....	10.80	12	461.70	461.70	42.75
135074	Varna and Lacon.....	Chicago and Alton R. R. Co.....	6.73	26	391.28	391.28	58.14
135075	Mayville and Pittsfield.....	Wabash R. R. Co.....	19.72	12	843.03	843.03	42.75
135076	La Harpe, Ill., and Burlington, Iowa.....	Toledo, Peoria and Western Rwy. Co.....	32.29	6	1,573.81	1,573.81	48.74
135077	White Heath and Decatur.....	Illinois Central R. R. Co.....	41.06	6	1,755.31	1,755.31	42.75
135078	McLeansboro and Shawneetown.....	Louisville and Nashville R. R. Co.....	32.04	6	1,643.65	1,643.65	51.30
135079	Fall Creek, Ill., and Louisiana, Mo.....	Chicago, Burlington and Quincy R. R. Co.....	12.82	12	548.05	548.05	42.75
135080	Wellington and Ciasna Park.....	Chicago and Eastern Illinois R. R. Co.....	42.85	12	2,837.66	2,837.66	66.69
135081	Clayton, Ill., and Keokuk, Iowa.....	Wabash R. R. Co.....	119.25	6	6,729.27	6,729.27	56.43
135082	Streator, Ill., and Knox, Ind.....	Indiana, Illinois and Iowa R. R. Co.....	89.80	14.37	5,912.43	5,912.43	65.84
135083	Springfield and Alton.....	St. Louis, Alton and Springfield R. Co.....	40.79	12.02	3,313.37	3,313.37	81.23
135084	Sterling and Barstow.....	Chicago Burlington and Quincy R. R. Co.....	23.93	13	2,496.13	2,496.13	104.31
135085	Murphysboro and Pinckneyville.....	St. Louis, Alton and Terre Haute R. R. Co.....	9.79	6	418.52	418.52	42.75
135086	Buckingham and Clarke City.....	Illinois Central R. R. Co.....	86.75	8.83	4,746.96	4,746.96	86.75
135087	Caledonia and Spring Valley.....	Chicago and Northwestern Rwy. Co.....	14.24	23	1,643.72	1,643.72	115.43
135088	East St. Louis and Belleville.....	Louisville, Evansville and St. Louis Consolidated R. Co.....	117.50	32.15	18,284.17	18,284.17	155.61
135089	Chicago, Ill., and Rugby Junction (n. o.), Wis.....	Northern Pacific R. R. Co.....	18.26	10	1,295.92	1,295.92	70.97
135090	Savannah and Fulton.....	Chicago, Burlington and Northern R. R. Co.....	2.94	12	125.68	125.68	42.75
135091	Galewood (n. o.) and Dunning.....	Chicago, Milwaukee and St. Paul Rwy. Co.....					

REPORT OF THE POSTMASTER-GENERAL.

N ^o . of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
ILLINOIS—continued.										
135092	Galena and Galena Junction (n. o.).	Chicago, Burlington and Northern R. R. Co.	3.64	12	Dollars. 155.61	Dollars. 42.75	Dollars. 155.61	Dollars. 42.75		
135093	Springfield and Litchfield.	St. Louis and Chicago Rwy. Co.	45.07	6	2,774.50	61.56	2,774.50	61.56		
135094	Geneva and St. Charles.	Chicago and Northwestern Rwy. Co.	3.37	24	144.06	42.75	144.06	42.75		
135095	Chicago, Ill., and Dubuque, Iowa.	Chicago, St. Paul, and Kansas City Rwy. Co.	172.20	11.78	20,683.78	129.11	20,683.78	129.11		\$18.47 per mile for 14.44 miles, land grant and lap.
135096	Rockford and Rockton.	Chicago, Milwaukee and St. Paul Rwy. Co.	16.37	18	1,777.61	108.59	1,777.61	108.59		
135097	Marion, Ill., and Paducah, Ky.	St. Louis, Alton and Terre Haute R. R. Co.	56.90	13	4,767.65	83.79	4,767.65	83.79		
135098	Chicago, Ill., and Kansas City, Mo.	Atchison, Topeka and Santa Fe R. R. Co.	460.90	18.72	57,142.38	123.98	57,142.38	123.98		
135099	Rondout and Libertyville.	Chicago, Milwaukee and St. Paul Rwy. Co.	3.57	6	152.61	42.75	152.61	42.75		
135100	Millstadt Junction (n. o.) and Millstadt.	Mobile and Ohio R. R. Co.	7.14	12	805.23	42.75	805.23	42.75		
135101	Chicago and Evanston.	Chicago, Milwaukee and St. Paul Rwy. Co.	12.60	12	538.65	42.75	538.65	42.75		
135102	Streator and Walnut.	Chicago, Burlington and Quincy R. R. Co.	60.14	6	2,570.98	42.75	2,570.98	42.75		
135103	Freeport, Ill., and Madison, Wis.	Illinois Central R. R. Co.	62.40	6	4,641.94	74.39	4,641.94	74.39		
135104	Red Oak, Ill., and Dodgeville, Wis.	do	57.40	12	3,190.28	55.58	3,190.28	55.58		
135105	Chicago and Freeport.	do	114.40	28	2,860.00	25.00	28,628.88	287.77	25.00	
135106	Sparta and Freeport.	Centralis and Chester R. R. Co.	23.82	18	1,103.80	42.75	1,103.80	42.75		
135107	vacant.									
135108	Joliet and Aurora.	Elgin, Joliet and Eastern Rwy. Co.	23.70	12	1,013.17	42.75	1,013.17	42.75		
135109	Lock Haven (n. o.) and Grafton.	St. Louis, Alton and Springfield R. R. Co.	8.61	12	368.07	42.75	368.07	42.75		
135110	Litchfield and East St. Louis.	Chicago, Peoria and St. Louis Rwy. Co.	49.75	13	5,444.40	110.30	5,444.40	110.30		
135111	South Englewood and Blue Island.	Chicago, Rock Island and Pacific Rwy.	6.82	12	291.55	42.75	291.55	42.75		
			9,866.97		1,645,345.43		239,492.50			
							1,884,827.93			

MICHIGAN.		Toledo, Ohio, and Detroit, Mich.									
		Lake Shore and Michigan Southern Rwy. Co.									
137001	137001	Toledo, Ohio, and Detroit, Mich.	64.97	33.29	10,942.89	10,942.89	108.43	.....	.....	.....	.....
137002	137002	Monroe, Mich., and Adrian, Mich.	34.96	12	2,301.41	2,301.41	65.83	.....	.....	.....	.....
137003	137003	Adrian and Jackson	47.29	13	4,444.80	4,444.80	94.06	.....	.....	.....	.....
137004	137004	White Pigeon and Grand Rapids	96.35	12	12,851.16	12,851.16	133.38	.....	.....	.....	.....
137005	137005	Jonesville and Lansing	99.96	7.41	3,293.13	3,293.13	54.03	.....	.....	.....	.....
137006	137006	Detroit and Jackson	76.06	64.83	26,922.95	26,922.95	333.97	.....	.....	.....	.....
137007	137007	Kalamazoo and South Haven	40.09	13	2,227.80	2,227.80	55.57	.....	.....	.....	.....
137008	137008	Jackson and Niles	104.25	9.70	9,091.64	9,091.64	87.21	.....	.....	.....	.....
137009	137009	Jackson and Bay City	115.36	6.80	12,956.37	12,956.37	129.94	.....	.....	.....	.....
137010	137010	Jackson and Grand Rapids	94.08	25	16,028.37	16,028.37	169.29	.....	.....	.....	.....
137011	137011	Stocum Junction (n. o.) and Grosse Ile.	2.41	6	103.03	103.03	42.75	.....	.....	.....	.....
137012	137012	Niles, Mich., and South Bend, Ind.	12.12	6	518.13	518.13	42.75	.....	.....	.....	.....
137013	137013	Detroit and Mackinaw City	231.29	12.75	38,126.87	38,126.87	149.62	.....	.....	.....	.....
137014	137014	Saginaw, West Side, and Caro.	35.85	14.23	1,900.40	1,900.40	53.01	.....	.....	.....	.....
137015	137015	Monroe and Ludington	254.41	17.63	31,064.01	31,064.01	141.07	.....	.....	.....	.....
137016	137016	Ionia and Big Rapids	68.08	12	5,538.00	5,538.00	82.08	.....	.....	.....	.....
137017	137017	Detroit and Howard City	160.68	7.41	22,941.89	22,941.89	142.78	.....	.....	.....	.....
137018	137018	Fort Wayne, Ind., and Mackinaw City, Mich.	399.26	10.01	41,129.06	41,129.06	135.94	.....	.....	.....	.....
137019	137019	Toledo, Ohio, and Allegan, Mich.	156.92	7.47	9,615.35	9,615.35	67.54	.....	.....	.....	.....
137020	137020	Toledo, Ohio, and Mount Pleasant, Mich.	170.99	7.61	17,688.91	17,688.91	103.45	.....	.....	.....	.....
137021	137021	Grand Rapids, Mich., and Le-crosse, Ind.	154.18	11.25	21,222.87	21,222.87	137.65	.....	.....	.....	.....
137022	137022	Big Rapids and Holland	91.63	8.75	8,068.93	8,068.93	88.06	.....	.....	.....	.....
137023	137023	Allegan and Holland	24.61	12	1,346.65	1,346.65	54.72	.....	.....	.....	.....
137024	137024	Ypsilanti and Hillsdale	61.51	6	3,312.92	3,312.92	53.86	.....	.....	.....	.....
137025	137025	Yale and Saginaw, East Side	66.58	12	4,269.11	4,269.11	64.12	.....	.....	.....	.....
137026	137026	Grand Rapids and Baldwin	74.99	6	5,834.22	5,834.22	77.80	.....	.....	.....	.....
137027	137027	Detroit and Grand Haven	186.44	6	26,745.28	26,745.28	141.93	.....	.....	.....	.....
137028	137028	Detroit and Fort Gratiot	58.97	13	9,176.32	9,176.32	155.61	.....	.....	.....	.....

Land grant.

{ Land grant, 78.30
miles, Lansing to
Bay City.{ Land grant, 182.29
miles, Bay City to
Mackinaw City.{ Land grant, 171.06
miles, Flint to
Ludington.{ Land grant, 333.51
miles, Fort Wayne
to Toledo.
Lap service, 24 miles,
Toledo to Dundee,
at \$24.89 per mile.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. car.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	MICHIGAN—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
137029	Jackson, Mich., and Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy. Co.	100.40	12	7,210.72	.....	7,210.72	71.82	.....
137030	Saginaw, East Side, and Ithaca.	Saginaw Valley and St. Louis R. R. Co.	45.96	6.45	3,300.84	.....	3,300.84	71.82	.....
137031	Fort Howard, Wis., and Ishpeming.	Chicago and Northwestern Rwy. Co.	390.08	13.28	22,540.61	4,492.50	27,033.11	125.17	25.00	Land grant.
137032	Powers and Crystal Falls.	do	57.75	14	4,295.44	.....	4,295.44	74.38	.....
137033	Lenox and Jackson.	Michigan Air Line Rwy. Co.	106.47	6.80	7,282.54	.....	7,282.54	68.40	.....
137034	Walton and Traverse City.	Traverse City R. R. Co.	26.22	6	1,927.95	.....	1,927.95	73.53	.....
137035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R. Co.	59.30	13	11,610.34	2,965.00	14,575.34	185.79	50.00	
137036	Trenton and Corbus Junction (n. o.).	Lake Shore and Michigan Southern Rwy. Co.	37.23	6	1,846.23	.....	1,846.23	49.59	.....
137037	Saint Clair and Lenox.	Michigan Central R. R. Co.	16.06	6	1,043.57	.....	1,043.57	64.96	.....
137038	Iron River Junction (n. o.) and Watermeet.	Chicago and Northwestern Rwy. Co.	54.79	7	2,342.27	.....	2,342.27	42.75	.....
137039	Fort Gratiot, Mich., and Chicago, Ill.	Chicago and Grand Trunk Rwy. Co.	337.56	13	42,137.61	.....	42,137.61	124.83	.....	Land grant.
137040	Marquette and Houghton.	Duluth, South Shore and Atlantic Rwy. Co.	94.73	7.75	6,543.95	.....	6,543.95	69.08	.....
137041	Alma and Howard City.	Duluth, Lansing and Northern R. R. Co.	42.90	12	3,081.07	.....	3,081.07	71.82	.....
137042	Port Huron and Port Austin.	Flint and Pere Marquette R. R. Co.	87.98	12	6,619.61	.....	6,619.61	75.24	.....
137043	Coleman and Mount Pleasant.	do	15.03	6	732.41	.....	732.41	48.73	.....
137044	Clare and Meredith.	do	32.06	6	1,370.56	.....	1,370.56	42.75	.....
137045	Marquette Junction and Marquette.	do	27.12	12	2,318.78	.....	2,318.78	85.10	.....
137046	Mears and Hart.	Chicago and West Michigan Rwy. Co.	4.15	6	177.41	.....	177.41	42.75	.....
137047	Flint and Fostoria.	Flint and Pere Marquette R. R. Co.	24.45	6	1,045.22	.....	1,045.22	42.75	.....
137048	Saginaw, East Side, and Bay City.	do	13.24	7	1,313.14	.....	1,313.14	99.18	.....
137049	Saginaw City Junction (n. o.) and Saginaw.	do	3.75	7	176.82	.....	176.82	47.02	.....
137050	Marquette Junction (n. o.) and Lake City.	Grand Rapids and Indiana R. R. Co.	14.89	6	636.54	.....	636.54	42.75	.....
137051	Point St Ignace (n. o.) and Marquette.	Duluth, South Shore and Atlantic Rwy. Co.	151.00	7	11,747.80	.....	11,747.80	77.80	.....

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
MICHIGAN—continued.										
137077	Kalamazoo and Woodbury.....	Kalamazoo and Hastings Construction Co. (limited), operating the Chicago, Kalamazoo and Saginaw Rwy. Mason and Oceana R. R. Co. Detroit, Lansing and Northern R. R. Co.	44.60	11.44	1,906.65	.....	1,906.65	42.75	.....
137078	Ludington and Station.....	Michigan Central R. R. Co.	29.15	6.41	1,246.16	.....	1,246.16	42.75	.....
137079	Grand Lodge and Grand Rapids.....	Duluth, South Shore and Atlantic Rwy. Co.	53.95	19.00	4,566.86	.....	4,566.86	84.65	.....
137080	Jackson, Mich., and Chicago, Ill.....	Michigan Central R. R. Co.	210.16	34.85	64,506.51	19,931.00	84,437.51	304.94	95.00	
137081	Necotia and Iron River.....	Michigan Central R. R. Co.	165.84	6	7,089.66	.....	7,089.66	42.75	.....
137082	Findley and Battle Creek.....	Michigan Central R. R. Co.	24.55	12	1,920.29	.....	1,920.29	55.58	.....
137083	Durand and Saginaw, east side.....	Cincinnati, Saginaw and Mackinaw R. R. Co.	39.96	10.06	2,391.60	.....	2,391.60	59.85	.....
137084	Manistee and Lake Ann.....	Manistee and Northeastern R. R. Co.	53.49	12	2,607.65	.....	2,607.65	53.01	.....	\$187.20 per annum for 7.83 miles, Interlochen to Lake Ann, until June 30, 1892, by agreement.
137085	Buchanan and Berrien Springs.....	St. Joseph Valley Rwy. Co.	11.88	13	507.87	.....	507.87	42.75	.....
137086	Frankfort and Copemish.....	Toledo, Ann Arbor and North Michigan Rwy. Co.	25.27	12	1,080.29	.....	1,080.29	42.75	.....
137087	Yale and Port Huron.....	Flint and Pere Marquette R. R. Co.	24.63	12	1,667.13	.....	1,667.13	67.55	.....
137088	Sidaaw and Ontonagon.....	Milwaukee and Northern R. Co.	46.26	6	1,977.61	.....	1,977.61	42.75	.....
137089	An Sable and McKinley.....	The Potl Logging Rwy. Co.	38.27	6	600.00	.....	600.00	.....	.....	By agreement.
137090	Vacant.....	Milwaukee, Lake Shore and Western Rwy. Co.	.....	.....	411.25	.....	411.25	42.75	.....
137091	Watermeet and Interior.....	.....	9.62	6	.....	.....	.....	.....	.....
137092	Vacant.....	.....	.....	.....	.....	.....	.....	.....	.....
137093	Baldwin and Elk Rapids.....	Chicago and West Michigan Rwy. Co.	98.06	6	3,437.75	.....	3,437.75	91.44	.....	\$1,500 per annum for 79.90 miles, as per agreement, Baldwin to Traverse City.
137094	St. Ignace and Mackinaw City.....	Mackinac Transportation Co.	7.83	6	1,124.70	.....	1,124.70	143.64	.....
			8,325.13		644,812.66	41,364.00	686,177.66			

WISCONSIN.									
189001	Milwaukee, Wis., and North McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	195.94	15.55	36,186.10	7,754.00	43,942.10	184.08	40.00
189002	Milwaukee and La Crosse.	do.	197.01	32.46	145,354.99	43,505.50	187,860.49	734.45	215.00
189003	Milwaukee and Berlin.	do.	94.62	12.80	12,391.51	.....	12,391.51	128.25	.....
189004	Milton Junction and Shullsburg.	do.	76.68	15.15	8,185.55	.....	8,185.55	106.88	.....
189005	Watertown and Madison.	do.	38.88	12	8,324.24	.....	8,324.24	86.50	.....
189006	Horton and Portage.	do.	52.24	12	5,047.42	.....	5,047.42	94.62	.....
189007	Rush Lake and Winneconne.	do.	14.83	6	633.98	.....	633.98	45.75	.....
189008	Oshkosh and Ripon.	do.	20.31	12	2,118.53	.....	2,118.53	104.31	.....
189009	Chicago, Ill., and Fort Howard, Wis.	Chicago and Northwestern Rwy. Co.	242.46	21.40	46,859.08	10,409.50	57,268.58	{ 204.35 } { 163.48 }	{ 80.00 } { 40.00 } { 65.00 }
189010	Caledonia, Ill., and Winona Junction (n. o.).	do.	189.45	19.50	40,818.89	13,838.00	54,656.89	215.46	{ 40.00 } { 80.00 }
189011	Kenosha, Wis., and Rockford, Ill.	do.	73.41	9.88	9,101.37	600.00	9,701.37	123.98	40.00
189012	Milwaukee and Fond du Lac.	do.	63.76	22	15,755.09	4,114.50	19,869.59	247.10	65.00
189013	Venaut.	do.	33.55	20.25	6,081.27	2,344.00	8,425.27	181.26	80.00
189014	Winona, Minn., and La Crosse, Wis.	do.	72.63	6	4,421.72	.....	4,421.72	60.88	.....
189015	Stevens Point and Portage.	Northern Pacific R. Co.	262.94	18.59	35,297.06	.....	35,297.06	134.24	.....
189016	Milwaukee, Wis., and Champion, Mich.	Milwaukee and Northern R. Co.	.....	.....	.....	.....	.....	.....	.....

R. P. O. cars, \$40 per mile for 193 miles, Milwaukee to Prairie du Chien.

Land grant, 65.76 miles from Fond du Lac to Fort Howard. R. P. O. cars, \$80 per mile for 62.70 miles, Chicago to Harward; \$40 per mile for 28.40 miles, Harward to Janesville, and \$65 per mile for 65.50 miles, Fond du Lac to Fort Howard.

R. P. O. cars, \$40 per mile for 37.90 miles, Caledonia to Evansville, and \$80 per mile for 151.50 miles, Evansville to Winona Junction (n. o.).

R. P. O. cars, \$40 per mile for 15 miles, from Harward to Caledonia Junction.

R. P. O. cars, \$30 per mile for 29.36 miles, from Winona to Winona Junction (n. o.).

Land grant.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	WISCONSIN—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
136017	Milwaukee and Ashland.....	Northern Pacific R. R. Co.....	345.53	19	41,252.68	.....	41,252.68	{ 42.75 } 142.79 { 114.23 }	.....	{ Lap service 27.90 miles, Milwaukee to Rugby Junction. Land grant, 186.43 miles from Stevens Point to Ashland.
136018	Milwaukee and Ashland.....	Milwaukee, Lake Shore and Western Rwy. Co.	390.26	19.53	53,723.19	.....	53,723.19	137.66	.....
136019	Sheboygan and Princeton.....	Chicago and Northwestern Rwy. Co.	79.08	11.57	5,882.76	.....	5,882.76	74.39	.....
136020	Warren, Ill., and Mineral Point, Iowa.....	Chicago, Milwaukee and St. Paul Rwy. Co.	32.44	9.95	3,078.88	.....	3,078.88	94.91	.....
136021	Calumet and Plattville.....	do	17.59	18	887.41	.....	887.41	50.45	.....
136022	New Lisbon and Necedah.....	do	13.11	14	594.14	.....	594.14	45.32	.....
136023	Madison and Portage.....	do	38.31	12	2,913.39	.....	2,913.39	78.10	.....
136024	Racine, Wis., and Rock Island, Ill.	do	197.91	13.05	27,074.08	550.00	27,624.08	136.80	25.00	R. P. O. cars, \$25 per mile for 22 miles, from Kirtulridge to Savanna.
136025	Galena, Ill., and Woodman, Wis.	Chicago and Northwestern Rwy. Co.	70.68	10.13	5,966.47	.....	5,966.47	77.81	.....
136026	Van Cludre and Abbottsford.....	Northern Pacific Rwy. Co.....	65.67	26	7,972.99	.....	7,972.99	121.41	.....
136027	Fort Howard, Wis., and Winona, Minn.	Green Bay, Winona and St. Paul R. R. Co.	214.49	7.42	17,789.80	.....	17,789.80	82.94	.....
136028	Hudson and Bayfield.....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	180.87	19.82	18,928.05	.....	18,928.05	104.65	.....	Land grant.
136029	Lone Rock and Richland Center.....	Chicago, Milwaukee and St. Paul Rwy. Co.	16.46	12	985.13	.....	985.13	69.85	.....
136030	Elroy, Wis., and St. Paul, Minn.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	105.66	26.58	29,919.83	.....	29,919.83	{ 135.54 } 148.43	.....	{ Land grant, 172 miles, Stowell (n. o.) to Stillwell Junction (n. o.), and Hudson to St. Paul.
136031	Tomah and Minocqua.....	Chicago, Milwaukee and St. Paul Rwy. Co.	102.01	6.80	13,851.85	.....	13,851.85	85.50	.....
136032	Ashland Junction and Ashland.....	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	4.85	25	481.02	.....	481.02	99.18	.....
136033	River Falls Junction (n. o.) and Ellsworth.	do	25.71	11.46	1,384.99	.....	1,384.99	53.87	.....

C.—Railroad service as in operation on the 30th of June, 1899.—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
WISCONSIN—continued.										
139062	Wyeville and Necedah.....	Chicago and Northwestern Rwy Co.	16.50	13	Dollars. 705.37	Dollars. 42.75	Dollars. 705.37	Dollars. 42.75	Dollars. 40.00	
139063	Vacant.....									
139064	Janesville and Evansville.....	do.	18.35	7	8,397.04	207.77	4,041.04	207.77	40.00	
139065	Dexterville and Lynn.....	Chicago, Milwaukee and St. Paul Rwy. Co.	22.89	6	978.54	42.75	978.54	42.75		
139066	Chelsea and Rib Lake.....	Northern Pacific R. R. Co.	6.52	6	278.73	42.75	278.73	42.75		
139067	Ashland, Wis., and Duluth, Minn.	do.	71.66	15.43	8,125.09	42.75	3,125.09	42.75		
139068	Pratt Junction (n. o.) and Harrisburg.....	Milwaukee, Lake Shore and Western Rwy Co.	17.91	6	765.66	42.75	765.66	42.75		
139069	Parish Junction (n. o.) and Parish.	do.	4.53	6	193.65	42.75	193.65	42.75		
139070	Hurley and Pence.....	do.	5.92	12	253.08	42.75	253.08	42.75		
139071	Packwaukee and Montello.....	Northern Pacific R. R. Co.	7.01	12	299.67	42.75	299.67	42.75		
139072	Abbotsford and Athens.....	Abbotsford and Northeastern R. R. Co.	15.46	6	660.91	42.75	660.91	42.75		
139073	Fairchild and Mondovi.....	Sault Ste Marie and Southwestern Rwy Co.	36.93	6	1,641.90	44.46	1,641.90	44.46		
139074	Mathers and Goodyear.....	Chicago, Milwaukee and St. Paul Rwy. Co.	16.32	6	697.68	42.75	697.68	42.75		
139075	Lapham Junction (n. o.) and McKenna.....	do.	2.04	6	87.21	42.75	87.21	42.75		
139076	Stevens Point and Plover.....	Green Bay, Winona and St. Paul R. R. Co.	6.54	6	279.58	42.75	279.58	42.75		
139077	Manitowoc and Two Rivers.....	Milwaukee, Lake Shore and Western Rwy Co.	8.25	12	416.21	50.45	416.21	50.45		
139078	East Winona (n. o.) and Winona.....	Chicago, Burlington and Northern R. R. Co.	2.63	6	112.43	42.75	112.43	42.75		
139079	Babcock and Necedah.....	Chicago, Milwaukee and St. Paul Rwy Co.	20.29	6						Without compensation until June 30, 1896.
139080	Granville and Sussex.....	Milwaukee, Menominee Falls and Western Rwy Co.	11.50	6	375.00		375.00			By agreement.
139081	Kewaunee and Green Bay.....	Kewaunee, Green Bay and Western R. R. Co.	34.62	6	715.00		715.00			By agreement.
139082	Marshfield and Greenwood.....	Northern Pacific R. R. Co.	23.37	6	388.00		388.00			By agreement.
139083	Wausau and Marshfield.....	Milwaukee, Lake Shore and Western Rwy Co.	42.14	6						Pay not fixed.

19004	Nellaville and Marshfield	Chicago, St. Paul, Minneapolis and Omaha Rwy Co.	23. 21	6	755, 827. 51	82, 559. 50	838, 087. 01	.....	Do.
			6, 517. 29	.....	.....	.....	.....	.....	.....
	MINNESOTA.		.....	.....	.....	.....	.....	.....	.....
141001	St. Paul, Minn., and Missoula, Mont.	Northern Pacific Railroad Co.	1, 285. 20	15. 52	268, 918. 63	19, 737. 50	283, 656. 13	{ 205. 88 } { 257. 36 }	25. 00 Land grant 1,148.10 miles from St. Paul to Minneapolis; Watab to Little Falls and Staples to Missoula. R. P. O. cars, \$25 per mile for 789.50 miles, St. Paul, Minn., to For- syth, Mont.
141002	Beacon, Minn., and Watertown, S. Dak.	Great Northern Rwy. Co.	92. 80	6.	6, 030. 14	.....	6, 030. 14	64. 88	.....
141003	Moorhead, Minn., and Wahpeton, N. Dak.	.....do.....	45. 02	7.	7, 044. 27	.....	7, 044. 27	156. 47	.....
141004	St. Cloud and St. Vincent	.....do.....	316. 07	9. 65	46, 914. 27	5, 609. 50	52, 523. 77	148. 43	25. 00 Land grant. R. P. O. cars, \$25 for 224.88 miles, St. Cloud to Crookston.
141005	Barnesville, Minn., and Fargo, N. Dak.	.....do.....	25. 24	14. 46	3, 021. 28	.....	3, 021. 22	119. 70	.....
141006	St. Paul and Breckenridge	.....do.....	214. 16	17. 80	33, 398. 25	261. 00	33, 659. 25	155. 95	25. 00 Land grant. R. P. O. cars, \$25 per mile for 10.44 miles, St. Paul to Minne- apolis.
141007	St. Paul and Duluth	St. Paul and Duluth Railroad Co	132. 21	23. 24	17, 178. 42	.....	17, 178. 42	112. 86	.....
141008	Minneapolis and Stillwater	.....do.....	27. 82	18. 23	1, 233. 87	.....	1, 233. 87	{ 48. 74 } { 38. 90 }	Land grant. { Land grant, 12.52 miles, White Bear Lake to Stillwater; { Land grant for 100.10 miles, St. Paul to Austin. R. P. O. cars, \$25 per mile for 43.10 miles, Cal- mar to McGregor, Iowa.
141009	St. Paul, Minn., and McGregor, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	212. 20	18. 13	30, 727. 46	1, 077. 50	31, 804. 06	{ 127. 91 } { 159. 88 }	25. 00 Land grant for 202.11 miles, Hastings to Ortonville. Land grant. { Land grant for 12.13 miles from Austin to Lyle, Minn.
141010	Hastings, Minn., and Bowdle, S. Dak.	.....do.....	396. 73	11. 59	51, 525. 00	.....	51, 525. 00	{ 125. 17 } { 156. 47 }	.....
141011	Duluth and Staples	Northern Pacific R. R. Co.	147. 85	13. 00	8, 899. 09	.....	8, 899. 09	60. 19	.....
141012	Anselu, Minn., and Mason City, Iowa.	Chicago, Milwaukee and St. Paul Rwy. Co.	41. 32	13. 00	4, 589. 07	4, 589. 07	{ 94. 30 } { 117. 96 }

REPORT OF THE POSTMASTER-GENERAL.

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MINNESOTA—continued.										
141013	Minneapolis, Minn., and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	141.99	37.43	\$7,531.15	\$24,538.75	\$112,069.90	\$616.46	{ 160.00 } { 25.00 }	{ R. P. O. cars, \$160 per mile for 141.78 miles, and \$25 per mile for 190.87 miles St. Paul Minn. to La Crosse, Wis. }
141014	St. Peter, Minn., and Redfield, S. Dak.	Chicago and Northwestern Rwy. Co.	255.16	9.51	\$29,390.06		\$29,320.06	{ 107.39 } { 134.24 }		{ Land grant for 183.71 miles St. Peter to Watertown. }
141015	Winona and St. Peter, Minn.	do	139.45	18.08	\$19,457.46		\$19,457.46	139.53		
141016	Sleepy Eye and Redwood Falls	do	25.98	12.00	\$1,199.49		\$1,199.49	46.17		
141017	Rocheater and Zumbrota	do	26.16	12.00	\$1,364.50		\$1,364.50	52.16		
141018	Chatfield and Plainview	do	28.76	12.00	\$1,352.58		\$1,352.58	47.03		
141019	Mankato Junction (n. o.) and Mankato.	do	4.14	24.00	\$219.46		\$219.46	53.01		
141020	Worthington, Minn., and Salem, S. Dak.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	101.96	6.00	\$7,236.10		\$7,236.10	70.97		
141021	St. Paul, Minn., and Angus, Iowa.	Minneapolis and St. Louis Rwy. Co.	272.10	14.73	\$9,318.45		\$9,318.45	144.50		
141022	West Wabasha, (n. o.) and Zumbrota.	Chicago, Milwaukee and St. Paul Rwy. Co.	60.16	6.00	\$3,137.94		\$3,137.94	52.16		
141023	La Crosse, Wis., and Flandreau, S. Dak.	do	311.17	11.82	\$3,659.80		\$3,659.80	{ 107.39 } { 134.24 }		{ Land grant, La Crosse to Airline, 802.11 miles. }
141024	Mankato and Wells	do	38.33	12.00	\$2,195.92		\$2,195.92	57.29		
141025	Minneapolis, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	270.74	15.78	\$9,839.18	\$10,760.00	\$60,669.18	178.52	40.00	Land grant, R. P. O. cars, \$40 per mile for 269 miles, St. Paul, Minn., to Sioux City, Iowa.
141026	Carman (n. o.) and Foston	Great Northern Railway Co.	44.32	3	\$1,804.68		\$1,804.68	42.75		
141027	Stillwater and Stillwater Junction (n. o.)	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	3.31	38	\$1,185.62		\$1,185.62	56.08		La
141028	Heron Lake and Pipe Stone	do	55.42	6	\$2,369.20		\$2,369.20	42.75		
141029	Lake Crystal and Elmore	do	44.15	12	\$2,397.34		\$2,397.34	76.95		
141030	Laverne and Donnelly	do	28.27	6	\$1,212.81		\$1,212.81	42.75		
141031	Tracy, Minn., and Pierre, S. Dak.	Chicago and Northwestern Rwy. Co.	256.66	10.06	\$4,318.45		\$4,318.45	184.24		
141032	Reno and Preston	Chicago, Milwaukee and St. Paul Rwy. Co.	57.67	6	\$3,254.31		\$3,254.31	56.43		

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
141068	MINNESOTA—continued. St. Paul and Minneapolis.....	Chicago, Burlington and Northern R. R. Co.	10.68	13.	986.19	.....	986.19	82.34	.....
141069	Cloquet and Grand Rapids.....	North Star Construction Co.	71.20	6.	3,043.80	.....	3,043.80	42.75	.....
141070	Minneapolis and St. Cloud.....	Great Northern Rwy. Co.	67.33	18.47	13,874.01	1,069.00	15,543.01	205.06	25.00	
141071	Ironton and St. Anthony Park.....	Minnesota Belt Line and Transier Co.	9.35	18.	399.70	.....	399.70	42.75	.....
141072	Kertile and Carthage Junction (n. o.).....	Northern Pacific R. R. Co.	54.79	6.	2,342.27	.....	2,342.27	42.75	.....
141073	Hayfield, Minn., and Manly, Iowa.....	Chicago, St. Paul and Kansas City Rwy. Co.	48.90	6.	2,090.47	.....	2,090.47	42.75	.....
141074	West End (n. o.) and West Superior.....	St. Paul and Duluth R. R. Co.	4.04	13.	172.71	.....	172.71	42.75	.....
141075	Winona and Spring Valley.....	Winona and Southwestern Rwy. Co.	80.79	6.	1,000.00	.....	1,000.00	.....	.....	Per agreement.
141076	St. Paul and Minneapolis.....	Minneapolis Street Rwy. Co. and St. Paul City Rwy. Co.	10.60	6.	300.00	.....	300.00	.....	.....	Do.
141077	Cloquet and Duluth.....	North Star Construction Co.	.....	.....	.....	.....	.....	.....	.....	Without compensation, by agreement.
141078	Spring Valley, Minn., and Osage, Iowa.....	Winona and Southwestern Rwy. Co.	37.60	6.	1,607.40	.....	1,607.40	42.75	.....	Pay notified.
141079	Eagle Bend and Park Rapids.....	Great Northern Rwy. Co.	54.99	6.	.....	.....	.....	.....	.....
			7,758.63	.....	1,015,265.99	66,512.76	1,081,798.44	.....	.....
	IOWA.									
143001	Burlington, Iowa, and Albert Lea, Minn.....	Burlington, Cedar Rapids and Northern Rwy. Co.	292.86	16.22	43,898.91	.....	43,898.91	173.57	.....
143002	Cedar Rapids and Decorah.....	do	122.17	10.19	11,907.90	.....	11,907.90	97.47	.....
143003	Cedar Rapids, Iowa, and Water town, S. Dak.....	do	309.26	9.52	38,286.42	.....	38,286.42	14.53 } 100.89 }	.....	Lap service for 22.10 miles, Cedar Rapids to Yinton, \$14.53 per mile.
143004	Muscatine and What Cheer.....	do	76.52	9.30	5,954.02	.....	5,954.02	77.81	.....
143005	Burlington and U. P. Transfer (n. o.).....	Chicago, Burlington and Quincy R. R. Co.	262.86	29.32	218,957.13	73,466.00	292,422.13	275.96 } 17.90 }	250.00	Land grant from Burlington to Pacific Junction, 276.98 miles.

143006	Chariton, Iowa, and Grant City, Mo.	.....do.....	96.21	7.41	8,791.60	.....	8,791.09	92.34	.....
143007	Creighton, Iowa, and Hopkins, Mo.	.....do.....	44.02	14	6,473.58	.....	6,473.58	147.06	.....
143008	Burlington, Iowa, and Carrollton, Mo.	Chicago, Burlington and Kansas City Rwy. Co.	220.20	0.61	20,522.64	.....	20,522.64	93.20	.....
143009	Villisca, Iowa, and Burlington Junction, Mo.	Chicago, Burlington and Quincy R. R. Co.	36.63	8.58	2,599.63	.....	2,599.63	70.97	.....
143010	Albia and Mason City.....	Iowa Central Rwy. Co.	170.09	15.58	23,414.58	.....	23,414.58	137.66	.....
143011	Keokuk and Burlington.....	Chicago, Burlington and Quincy R. R. Co.	43.90	19	7,998.64	.....	7,998.64	184.68	.....
143012	Clinton, Iowa, and La Crosse, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	181.66	16.64	26,245.18	2,422.50	23,667.68	116.96 146.21	25.00	Land grant from near Dubuque to Tete des Morts Creek, 10.78 miles. R. P. O. cars, \$25 per mile for 96.90 miles, Sabula to McGregor.
143013	Stanwood and Tipton.....	Chicago and Northwestern Rwy. Co.	8.96	12	421.38	.....	421.38	47.03	.....	Land grant, R. P. O. cars, \$48 per mile for 53.90 miles, Davenport to Iowa City, and \$30 per mile for 264 miles residue.
143014	Davenport and Union Pacific Transfer (n.o.).	Chicago, Rock Island and Pacific Rwy. Co.	317.90	21	55,664.29	16,667.00	72,361.29	175.10 50.00	50.00	R. P. O. cars, \$25 for 233.70 miles, from Davenport, Iowa, to Trenton, Mo.
143015	Des Moines and Indianola.....	.....do.....	22.63	12.78	1,924.86	.....	1,924.86	85.50	.....
143016	Washington and Knoxville.....	.....do.....	78.83	6.93	6,257.17	.....	6,257.17	96.09	.....
143017	Davenport, Iowa, and Leavenworth, Kans.	.....do.....	336.90	12.83	56,562.15	5,942.50	62,404.65	168.44	25.00	
143018	Davenport and Maquoketa.....	Chicago, Milwaukee and St. Paul Rwy. Co.	43.98	8.81	2,438.85	.....	2,438.85	55.58	.....
143019	Keokuk and Des Moines.....	Chicago, Rock Island and Pacific Rwy. Co.	163.80	12	16,754.58	.....	16,754.58	102.60	.....
143020	Farley and Cedar Rapids.....	Chicago, Milwaukee and St. Paul Rwy. Co.	57.96	10.64	4,551.26	.....	4,551.26	78.66	.....
143021	Dubuque and Sioux City.....	Illinois Central R. Co.	326.97	19	60,102.48	8,165.50	68,277.98	184.00	25.00	Land grant.
143022	Waterloo, Iowa, and Lyle, Minn.	.....do.....	81.80	8.12	7,483.88	.....	7,483.88	91.49	.....
143023	Beulah and Elkader.....	Chicago, Milwaukee and St. Paul Rwy. Co.	19.56	6	836.19	.....	836.19	42.75	.....
143024	Clinton and Anamosa.....	Chicago and Northwestern Rwy. Co.	72.06	6	4,943.73	.....	4,943.73	55.40 66.26	.....	Land grant, \$55.40 per mile for 2.04 miles, Clinton to Lyons. Land grant from Cedar to Sheldon.
143025	Calmar, Iowa, and Running Water, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	350.02	10.92	48,696.76	5,010.00	53,706.76	125.54 156.18	25.00	210.79 miles, R. P. O. cars, \$23 per mile for 200.40 miles, Calmar to Sanborn.

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	IOWA—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
143026	Conover and Decorah.....	Chicago, Milwaukee and St. Paul Rwy. Co.	9.28	19	962.78	962.78	104.31	
143027	Davenport and Calmar.....	do.	106.73	12	15,870.30	.....	15,870.30	85.76	.....
143028	Savanna, Ill., and Union Pacific Transfer (n. o.).	do.	351.89	14.85	59,272.36	68.50	59,340.86	163.44	25.00	R. P. O. cars, for 2.74 miles, Savanna to Sabula.
143029	Missouri Valley and Sioux City ..	Sioux City and Pacific R.R. Co.	76.33	18	17,555.90	3,175.50	20,731.40	230.00	{ 85.00 } { 40.00 }	R. P. O. cars, for 2.74 miles, Savanna to Sabula. (R. P. O. cars, \$65 per mile for 5.90 miles, Missouri Valley to California, and \$40 per mile for 69.80 miles residue; 69.75 miles aided; 6.58 miles nonaided.
143030	Des Moines and Jewell	Chicago and Northwestern Rwy. Co.	60.01	16.90	8,517.21	.....	8,517.21	141.93	.....
143031	Des Moines and Tama	Chicago, Rock Island and Pacific Rwy. Co.	83.08	13.19	10,228.80	.....	10,228.80	123.12	.....
143032	Grinnell and Montezuma	Iowa Central Rwy. Co.	17.49	12	777.60	.....	777.60	44.46	.....
143033	Albia and Des Moines	Chicago, Burlington and Quincy R.R. Co.	68.25	8.53	9,862.13	.....	9,862.13	144.50	.....
143034	Elk Point, S. Dak., and Sioux Falls, S. Dak.	Chicago, Milwaukee and St. Paul Rwy. Co.	70.56	8.03	6,638.04	.....	6,638.04	94.05	.....
143035	Burlington and Washington	Burlington and Northwestern Rwy. Co.	52.82	6	3,974.17	.....	3,974.17	75.24	.....
143036	Newton and Monroe	Chicago, Rock Island and Pacific Rwy. Co.	17.83	12	762.23	.....	762.23	42.75	.....
143037	Ellsworth, Minn., and Sioux Falls, S. Dak.	Burlington, Cedar Rapids and Northern Rwy. Co.	42.91	6	1,834.40	.....	1,834.40	42.75	.....
143038	Maple River and Onawa	Chicago and Northwestern Rwy. Co.	81.16	11.74	10,339.78	.....	10,339.78	127.40	.....
143039	Turkey River and West Union.....	Chicago, Milwaukee and St. Paul Rwy. Co.	58.58	6	4,157.42	.....	4,157.42	70.97	.....
143040	Waton Junction and Winton	do.	22.98	6	982.39	.....	982.39	42.75	.....
143041	Creston and Cumberland	Chicago, Burlington and Quincy R.R. Co.	47.44	6	2,393.34	.....	2,393.34	50.45	.....
143042	Chariton and Indianola	do.	33.50	6	1,480.94	.....	1,480.94	43.61	.....
143043	Hastings and Sidney	do.	22.22	6	949.90	.....	949.90	42.75	.....

143044	Atlantic and Audubon.....	Chicago, Rock Island and Pacific Rwy. Co.	25.98	12	1,509.32	1,589.32	61.56
143045	Avoca and Harlan.....	do.....	14.15	12	689.67	689.67	48.74
143046	Des Moines and Fond du Lac.....	Des Moines, Northern and Western Rwy. Co.	113.70	6	7,879.01	7,879.01	69.26
143047	Cedar Rapids, Iowa, and Kansas City, Mo.....	Chicago, Milwaukee and St. Paul Rwy. Co.	298.08	7.35	30,073.29	30,073.29	100.89
143048	Elmira (n.o.) and Iowa Junction (n.o.).....	Burlington, Cedar Rapids and Northern Rwy. Co.	20.80	8.51	2,685.48	2,685.48	129.11
143049	Belle Plaine and Muchakinock.....	Chicago and Northwestern Rwy. Co.	64.63	6	4,834.20	4,034.20	62.43
143050	Wall Lake and Sac City.....	do.....	14.16	12	1,588.09	1,588.09	112.86
143051	Sumner and Hampton.....	Chicago, St. Paul and Kansas City Rwy. Co.	64.49	12	4,025.46	4,025.46	62.42
143052	Tama, Iowa, and Elmore, Minn.....	Chicago and Northwestern Rwy. Co.	104.66	6.70	17,175.68	17,175.68	104.31
143053	Bellevue and Cascade.....	Chicago, Milwaukee and St. Paul Rwy. Co.	36.37	6	1,588.09	1,588.09	43.61
143054	Atlantic and Griswold.....	Chicago, Rock Island and Pacific Rwy. Co.	15.18	12	791.78	791.78	52.16
143055	Red Oak and Griswold.....	Chicago, Burlington and Quincy R. R. Co.	18.85	12	822.04	822.04	43.61
143056	Des Moines and Cedar Falls.....	Chicago, St. Paul and Kansas City Rwy. Co.	107.38	12.93	10,558.67	10,558.67	98.33
143057	Dows and Forest City.....	Burlington, Cedar Rapids and Northern Rwy. Co.	48.95	6	2,092.61	2,092.61	42.75
143058	Hastings and Carson.....	Chicago, Burlington and Quincy R. R. Co.	16.41	6	701.52	701.52	42.75
143059	Menlo and Guthrie Center.....	Chicago, Rock Island and Pacific Rwy. Co.	15.00	12	769.50	769.50	51.30
143060	Harvey and Des Moines.....	Wabash Railroad Company.....	43.69	7	5,154.98	5,154.98	117.99
143061	Bethany Junction (n.o.) and Albany.....	Chicago, Burlington and Quincy R. R. Co.	46.12	8.28	4,771.57	4,771.57	103.46
143062	Mount Zion and Keosauqua.....	Chicago, Rock Island and Pacific Rwy. Co.	5.00	18	213.75	213.75	42.75
143063	Avoca and Carson.....	do.....	17.74	12	849.39	849.39	47.88
143064	Fort Madison and Birmingham.....	Chicago, Fort Madison and Des Moines Rwy. Co.	41.64	6	1,780.96	1,780.96	42.75
143065	Thornburg and Montezuma.....	Burlington, Cedar Rapids and Northern Rwy. Co.	16.36	6	639.26	639.26	51.30
143066	Jewell and Carnarvon.....	Chicago and Northwestern Rwy. Co.	73.68	6	8,378.88	8,378.88	113.72
143067	Van Wert and Shenandoah.....	Humston and Shenandoah R. R. Co.	96.50	6	7,013.62	7,013.62	72.68
143068	Newburg and State Center.....	Iowa Central Rwy. Co.	27.02	6	1,155.10	1,155.10	42.75
143069	Hudson and Oswein.....	Chicago, St. Paul and Kansas City Rwy. Co.	33.55	13	8,738.79	8,738.79	105.17
143070	Eagle Grove, Iowa, and Iroquois, S. Dak.....	Chicago and Northwestern Rwy. Co.	271.49	6.87	34,818.59	34,818.59	198.25
143071	Carroll and Kirkman.....	do.....	35.03	12	2,096.54	2,096.54	69.85

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	IOWA—continued.									
143072	Clinton and Elmira (n. o.)	Burlington, Cedar Rapids and Northern Rwy. Co.	69.52	6	3,447.49	3,447.49	(Land grant, \$169.63 per mile for 3.30 miles. Pacific Junction to East Plattsmouth (n. o.)
143073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R. Co.	5.37	28	998.69	200.00	1,198.69	{ 109.63 } { 212.04 }	40.00	
143074	Red Oak, Iowa, and Nebraska City, Nebr.	.....do.....	53.27	7	6,695.50	.....	6,695.50	125.69	.....
143075	Webster City and Lehigh	Webster City and Southwestern Rwy. Co.	17.98	6	768.64	.....	768.64	42.75	.....
143076	Summerset and Winterset.	Chicago, Rock Island and Pacific Rwy. Co.	27.07	12	2,013.73	.....	2,013.73	74.39	.....
143077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R. Co.	31.63	18.03	6,057.77	782.50	6,840.27	191.52	25.00	Aided.
143078	Hampton and Redmond	Iowa Central Rwy. Co.	22.94	6	980.63	.....	980.63	42.75	.....
143079	Marshalltown and Story City	.....do.....	39.35	6	1,749.50	.....	1,749.50	44.48	.....
143080	Manning and Audubon.	Chicago and Northwestern Rwy. Co.	17.89	12	871.95	.....	871.95	48.74	.....
143081	Des Moines and Boone	Des Moines, Northern and Western Rwy. Co.	42.38	10.52	2,898.79	.....	2,898.79	68.40	.....
143082	Winfield and Oskaloosa	Burlington and Western Rwy. Co.	71.38	6	5,248.57	.....	5,248.57	73.53	.....
143083	Clarinda and Northborough	Chicago, Burlington and Quincy Rwy. Co.	18.85	6	1,079.91	.....	1,079.91	57.29	.....
143084	Des Moines, Iowa, and Cainesville, Mo.	Des Moines and Kansas City Rwy. Co.	112.13	6	4,793.55	.....	4,793.55	42.75	.....	Pay unaudited, from July 1, 1891.
143085	Lake Park, Iowa, and Worthington, Minn.	Burlington, Cedar Rapids and Northern Rwy. Co.	18.75	6	865.68	.....	865.68	46.17	.....
143086	East Dubuque, Ill., and Dubuque, Iowa.	Chicago, Burlington and Northern R. R. Co.	1.86	19	152.67	.....	152.67	82.08	.....
143087	Tara and Ruthven	Chicago, Rock Island and Pacific Rwy. Co.	55.60	6	4,088.26	.....	4,088.26	73.53	.....
143088	Eldora Junction and Alden	Chicago, Iowa and Dakota Rwy. Co.	26.42	10.73	1,307.35	.....	1,197.35	45.32	.....
143089	Sac City and Merville	Chicago and Northwestern Rwy. Co.	67.04	12	6,362.76	.....	6,362.76	94.91	.....
143090	Milton Junction and Muscatine	Chicago, Rock Island and Pacific Rwy. Co.	12.68	12	726.43	.....	726.43	57.20	.....

Lap service.

{ Land grant, St.
Louis to Pacific,
30.70 miles.

{ All land grant, R. P.
O. cars, \$50 per mile
for 232 miles be-
tween St. Louis and
Monett, and \$25 per
mile for 4.90 miles
between Monett and
Pleasant City.
R. P. O. cars, \$85 per
mile for 187.10 miles
between St. Louis
and Brimley, and
\$25 per mile for 39.70
miles from Brim-
ley to Kansas
City.

143091	New Sharon and Newton	Iowa Central Rwy. Co.	33.53	6	1,433.40	1,433.40	42.75
143092	Vacant						
143093	Relay (n. o.) and Albia	Albia and Centerville Rwy. Co.	24.63	6	1,032.93	1,032.93	42.75
143094	Waverly Junction (n. o.) and Waverly	Burlington, Cedar Rapids and Northern Rwy. Co.	5.90	25	276.55	276.55	46.17
143095	Vacant						
143096	Spencer and Spirit Lake	Chicago, Milwaukee and St. Paul Rwy. Co.	31.84	6	933.66	933.66	42.75
143097	Mason City and Fort Dodge	Mason City and Fort Dodge R. R. Co.	73.31	6	3,573.12	3,573.12	48.74
143098	Sioux City and Manilla	Chicago, Milwaukee and St. Paul Rwy. Co.	90.49	13	12,379.03	12,379.03	136.80
143099	Cherokee and Onawa	Illinois Central R. Co.	61.29	7.17	2,663.20	2,663.20	50.85
143100	Cherokee, Iowa, and Sioux Falls, S. Dak.	do	97.52	7	7,572.46	7,572.46	77.81
143101	Cedar Rapids and Manchester	do	42.56	12	2,328.88	2,328.88	54.72
143102	Vacant						
143103	Des Moines, Iowa, and St. Joseph, Mo.	Chicago, St. Paul and Kansas City Rwy. Co.	169.18	14.53	12,385.79	12,385.79	77.81
143104	Fort Dodge and Lehigh	Mason City and Fort Dodge R. R. Co.	15.02	6	642.10	642.10	42.75
143105	Ottumwa and Evans	Wabash Railroad Co.	28.53	7	1,195.40	1,195.40	41.90
143106	Evans and Harvey	do	10.40	7	684.73	684.73	65.84
143107	Tara and Fort Dodge	Chicago, Rock Island and Pacific Rwy. Co.	6.34	6	271.03	271.03	42.75
143108	Malvern and Tabor	Tabor and Northern Rwy. Co.	9.44	12	403.56	403.56	42.75
143109	Sioux City, Iowa, and Garrettsan S. Dak.	Sioux City and Northern R. R. Co.	97.44	12.59	6,915.31	6,915.31	70.97
MISSOURI.			8,335.49		1,101,896.50	1,217,727.50	
145001	St. Louis, Mo., and Atchison, Kans.	Missouri Pacific Rwy Co.	330.23	27.04	285,028.11	314,588.11	{ 820.80 } { 606.64 }
145002	St. Louis, Mo. and Blomark, Mo.	St. Louis, Iron Mountain and Southern Rwy. Co.	75.33	37.41	30,657.80	35,110.30	406.98
145003	St. Louis, Mo., and Vinita, Ind. T.	St. Louis and San Francisco Rwy. Co.	359.88	12.89	66,707.35	80,929.85	185.36 { 50.00 } { 25.00 }
145004	St. Louis and Kansas City	Wabash Railroad Company	276.80	20.50	71,945.85	86,349.85	239.22 { 65.00 } { 25.00 }

P M G 92 24

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	MISSOURI—continued.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
145005	Quincy, Ill., and St. Joseph, Mo.	Hannibal and St. Joseph Railroad Co.	267.59	30.79	49,029.18	13,607.20	62,636.38	{ 289.84 } { 231.88 }	82.00	Land grant Palmyra Junction (n. o.) to St. Joseph, 192.18 miles. R. P. O. cars, \$80 per mile 170.84 miles Quincy, Ill., to Cameron, Mo. { R. P. O. cars, \$75 per mile for 102 miles. Kansas City to Napoleon, and \$50 per mile for 96.60 miles, Napier to U. P. Transfer (n. o.) }
145006	Kansas City, Mo., and Union Pacific Transfer (n. o.), Iowa.	Kansas City, St. Joseph and Council Bluffs R. R. Co.	197.50	27.09	63,324.42	12,425.00	75,749.42	390.63	{ 75.00 } { 50.00 }	
145007	Moberly, Mo., and Ottumwa, Iowa.	Wabash R. R. Co.	131.54	13	21,708.78	.....	21,708.78	165.02	.....
145008	Versailles and Booneville, Mo.	Missouri Pacific Rwy. Co.	44.06	9.45	2,674.88	.....	2,674.88	60.71	.....
145009	Centralia and Columbia.	Wabash R. R. Co.	22.05	14	1,545.92	.....	1,545.92	70.11	.....
145010	Kansas City and Cameron.	Hannibal and St. Joseph R. R. Co.	55.17	30.50	14,339.76	4,400.00	18,739.76	259.92	80.00	
145011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas, and Texas Rwy. Co.	455.70	14	121,590.31	28,282.80	149,873.11	{ 282.15 } { 225.72 }	{ 65.00 }	R. P. O. cars, \$80 per mile for 55 miles. Land grant 23 miles, Parsons to Chetopa.
145012	St. Joseph and Henry.	Atchison, Topeka, and Santa Fé R. R. Co.	73.06	14	5,933.85	.....	5,933.85	81.23	.....
145013	Brunswick and Pattonburg.	Wabash R. R. Co.	80.34	13	16,623.14	3,188.00	19,811.14	206.91	40.00	
145014	Hannibal and Sedalia.	Missouri, Kansas and Texas Rwy. Co.	143.99	14	21,299.00	.....	21,299.00	147.92	.....
145015	Keokuk, Iowa, and Van Wert, Iowa.	Keokuk and Western R. R. Co.	149.32	10.08	12,639.93	.....	12,639.93	84.65	.....
145016	Raymore Junction (n. o.), Mo., and Olathe, Kans.	Kansas City, Clinton and Springfield Rwy. Co.	26.60	7	2,251.69	.....	2,251.69	84.65	.....
145017	Springfield, Mo., and Memphis, Tenn.	Kansas City, Fort Scott and Memphis R. R. Co.	282.52	14	42,996.71	.....	42,996.71	152.19	.....
145018	Mount Pleasant, Iowa, and St. Peters, Mo.	St. Louis, Keokuk and Northwestern R. R. Co.	189.11	17.80	34,764.09	.....	34,764.09	183.83	.....
145019	Quincy, Ill., and Trenton, Mo.	Quincy, Omaha and Kansas City Rwy. Co.	138.87	6	10,568.00	.....	10,568.00	76.10	.....

C.—Railroad service as in operation on the 30th of June, 1892.—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	MISSOURI—continued.				Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
145050	Palmyra and Hannibal	Hannibal and St. Joseph R. R.	15.08	27	1,905.07	.....	1,905.07	119.70	.....	All land grant.
145051	Birds Point, Mo., and Texarkana, Ark.	St. Louis Southwestern Rwy. Co.	418.13	10.67	48,979.74	.....	48,979.74	117.14	.....
145052	Paw Paw (n. o.) and New Madrid.	do	6.27	7	268.04	.....	268.04	42.75	.....
145053	Springfield and Chedwick	St. Louis and San Francisco Rwy. Co.	96.83	7	1,860.59	.....	1,860.59	50.45	.....
145054	Oronogo, Mo., and Galena, Kans.	do	19.34	17.64	1,058.28	.....	1,058.28	54.72	.....
145055	Kansas City and Osceola	Kansas City, Osceola and Southern Rwy. Co.	111.95	7	6,605.05	.....	6,605.05	59.00	.....
145056	Raymore Junction (n. o.) and Ash Grove.	Kansas City, Clinton and Springfield Rwy. Co.	129.35	7	11,391.85	.....	11,391.85	88.07	.....
145057	Altamont and Rushville	St. Joseph and Iowa R. R. Co.	65.12	13	8,944.41	.....	8,944.41	177.68	.....
145058	Nevada, Mo., and Cheppola, Kans.	Nevada and Minden Rwy. Co.	77.33	7	6,231.51	.....	6,231.51	81.23	.....
145059	Boonville and Myrick Station (n. o.)	Missouri Pacific Rwy. Co.	81	8.49	4,293.81	.....	4,293.81	58.01	.....
145060	Cameron and Kansas City	Chicago, Rock Island and Pacific Rwy. Co.	54.17	14	509.73	.....	509.73	9.41	.....	Lap service.
145061	Pattonburg, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis Rwy. Co.	144.75	7	26,732.43	3,615.00	30,347.43	184.68	25.00	
145062	St. Louis and Union	St. Louis, Kansas City and Colorado R. R. Co.	60.10	7.86	2,877.58	.....	2,877.58	47.88	.....
145063	Vacant.									
145064	Napier, Mo., and Rulo, Nebr.	Burlington and Missouri River R. R. Co. In Nebraska.	9.52	14	1,741.97	237.50	1,979.37	182.97	25.00	
145065	Brownwood and Zalma	Cape Girardeau Southwestern Rwy. Co.	8.87	6	379.19	.....	379.19	42.75	.....
145066	Willow Springs and Grandin	Current River R. R. Co.	80.72	6.19	4,002.90	.....	4,002.90	49.59	.....
145067	St. Joseph, Mo., and Atchison, Kans.	Atchison, Topeka and Santa Fe R. R. Co.	20.68	21	1,485.23	.....	1,485.23	71.82	.....
145068	St. Louis and St. Peters	St. Louis, Keokuk and Northwestern R. R. Co.	32.70	27	3,550.89	.....	3,550.89	108.59	.....	Lap service.
145069	Joplin, Mo., and Sulphur Springs, Ark.	Kansas City, Fort Smith and Southern Rwy. Co.	51.66	13	2,964.58	.....	2,964.58	52.16	.....
145070	Tower Grove Station (n. o.) and Oak Hill Junction (n. o.)	St. Louis, Oak Hill and Carondelet Rwy. Co.	7.04	24.50	3,009.60	.....	3,009.60	427.50	.....
145071	Riverside Station (n. o.) and Terre Bonne.	Mississippi River and Bonne Terre Rwy.	31.97	13	1,530.72	.....	1,530.72	47.86	.....
145072	Delta (n. o.) and Malden	St. Louis Southwestern Rwy. Co.	51.65	7	3,797.82	.....	3,797.82	73.53	.....

145073	Harlem and Smithville.....	Chicago, Kansas City and Texas Rwy. Co.	21.12	15.01	921.04	921.04	43.61	
145074	Union Depot, St. Louis, Mo., and terminus of all railroads at East St. Louis, Ill.	St. Louis Bridge Company and the Tunnel Railroad Company of St. Louis.			25,000.00	25,000.00		
145075	Rich Hill, Mo., and Fort Scott, Kans.	Fort Scott and Eastern Rwy. Co.	27.40	7	3,443.90	3,443.90	126.00	
145076	Langdon and Rockport.....	Rockport, Langdon and Northern Rwy. Co.	6.31	14	269.75	269.75	42.75	
145077	Hamilton and Kingston.....	Haines, Hamilton and Kingston Rwy. Co.	9.02	14	385.60	385.60	42.75	
145078	Bee Creek (n. o.) and Beverly Station.	Chicago, St. Paul and Kansas City Rwy. Co.	23.00	13	1,710.97	1,710.97	74.39	
145079	Campbell and Kennett.....	St. Louis, Kennett and Southern R. R. Co.	19.50	6	600.00	600.00		Agreement.
145080	Greenfield and Mount Vernon ..	Greenfield and Northern R. R. Co.	24.39	6	720.00	720.00		Do.
145081	Kansas City and Hume.....	Kansas City, Nevada and Fort Smith R. R. Co.		6	846.84	846.84		Do.
145082	Williamsville and Greenville ..	Williamsville, Greenville and Northeastern Rwy. Co.	11.72	6	260.00	260.00		Do.
			7.264.86		1,385,491.86	1,385,491.86		
147001	Memphis, Tenn., and Little Rock, Ark.	Little Rock and Memphis R. R.	135.00	14	16,682.76	16,682.76	153.90	134 m. Hopefield and Little Rock, land grant, at \$123.12 per mile.
147002	Helena and Clarendon.....	Arkansas Midland R. R.	48.77	6	2,126.85	2,126.85	43.61	
147003	Little Rock and Fort Smith.....	Little Rock and Fort Smith Rwy.	168.49	7	15,211.27	15,211.27	90.28	All land grant.
147004	Tripple and Warren.....	St. Louis, Iron Mountain and Southern Rwy.	49.26	6	2,485.16	2,485.16	50.45	
147005	Malvern and Hot Springs.....	Hot Springs R. R.	22.70	21	2,464.99	2,464.99	108.59	
147006	Brinkley and Jacksonport.....	White and Black River Valley Rwy.	60.91	6	2,603.90	2,603.90	42.75	
147007	Little Rock and Arkansas City ..	St. Louis, Iron Mountain and Southern Rwy.	114.02	9.34	11,601.54	11,601.54	101.75	
147008	Forest City and Helena.....	do.	43.63	7	3,282.72	3,282.72	75.24	
147009	Nashville and Hope.....	Arkansas and Louisiana Rwy.	25.97	14	1,909.57	1,909.57	73.53	
147010	Gurdon and Camden.....	St. Louis, Iron Mountain and Southern Rwy.	24.69	6	1,572.15	1,572.15	45.82	
147011	Searcy and West Point.....	Southern Rwy. Point R. R.	8.54	6	372.42	372.42	43.61	
147012	Knobel and Forest City.....	St. Louis, Iron Mountain and Southern Rwy.	97.48	7	9,001.30	9,001.30	92.84	
147013	Seligman, Mo., and Eureka Springs, Ark.	Eureka Springs Rwy.....	19.54	14	1,453.58	1,453.58	74.39	
147014	Newport and Cushman.....	St. Louis, Iron Mountain and Southern Rwy.	42.19	6	2,669.36	2,669.36	63.27	

ARKANSAS.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termin.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
ARKANSAS—continued.										
147015	McNeil and Magnolia.....	St. Louis Southwestern Rwy.	6.53	14	281.29	.....	281.29	.....	.....
147016	Russellville and Dardanelle.....	Dardanelle and Russellville Rwy.	6.15	12.50	304.97	.....	304.97	49.50	.....
147017	Hebron and Okolona.....	Southwestern Arkansas and Indian Territory R. R.	23.96	6	1,024.28	.....	1,024.28	42.75	.....
147018	Rogers and Bentonville.....	Bentonville R. R.	7.05	13	397.83	.....	397.83	56.43	.....
147019	Fort Smith, Ark., and Paris, Tex. (n. o.) La.	St. Louis and San Francisco Rwy.	169.48	7	16,519.21	.....	16,519.21	97.47	.....
147020	Pine Bluff and English.....	Pine Bluff, Monroe, and New Orleans Rwy.	29.62	6	1,268.25	.....	1,268.25	42.75	.....
147021	Fayetteville and St. Paul.....	St. Louis and San Francisco Rwy.	35.52	7	1,609.76	.....	1,609.76	45.32	.....
147022	Arkadelphia and Dalark.....	Ultima Thule, Arkadelphia and Mississippi Rwy.	11.43	6	488.63	.....	488.63	42.75	.....
147023	Bald Knob, Ark., and Memphis, Tenn.	St. Louis, Iron Mountain and Southern Rwy.	98.78	21.24	7,136.65	.....	7,136.65	76.10	.....
147024	Jenson and Mansfield.....	St. Louis and San Francisco Rwy.	18.30	14	1,204.87	.....	1,204.87	65.84	.....
147025	Fort Smith and Greenwood.....	St. Louis, Iron Mountain and Southern Rwy.	19.29	6	824.64	.....	824.64	42.75	.....
147026	Argenta and Altheimer.....	St. Louis Southwestern Rwy.	43.10	6	1,842.52	.....	1,842.52	42.75	.....
147027	McGehee, Ark., and State Line (n. o.) La.	Houston, Central Arkansas and Northern Rwy.	46.04	6	2,952.54	.....	2,952.54	64.13	.....
147028	Brinkley and Pine City.....	Brinkley, Helena and Indian Bay R. R.	24.87	6	1,084.58	.....	1,084.58	43.61	.....
147029	Texarkana and Boggy.....	Texarkana and Shreveport R. R.	19.01	6	812.68	.....	812.68	42.75	.....	Agreement.
147030	Stuttgart and DeWitt.....	Stuttgart and Arkansas River R. R.	23.06	6	800.00	.....	800.00	.....	.....	Pay not fixed.
147031	Camden and El Dorado.....	Ultima and Alexandria Rwy.	38.25	6	1,506.89	.....	1,506.89	45.32	.....
147032	Dalark and Fairview.....	Ultima Thule, Arkadelphia and Mississippi Rwy.	6.02	6	.....	.....	.....	.....	.....
			1,490.70	.....	113,495.16	.....	113,495.16	.....	.....

LOUISIANA.		68.87	6	8,710.01	.....	3,710.01	53.87	.....	Land grant, New Orleans to Morgan City 80.91 miles, at \$173.74 per mile.
149001	State line (n. o.) and Blankston ..	68.87	6	8,710.01	.....	3,710.01	53.87	.....
149002	New Orleans and Cheneyville	170.40	10.86	23,457.26	.....	23,457.26	137.66	.....
149003	Joint station in New Orleans and Lafayette.	145.54	14	28,092.06	3,022.75	31,715.73	217.17	25.00	
149004	Schriever and Houma	15.20	14	653.64	.....	653.64	42.75	.....
149005	Vidalia and Jonesville	25.60	6	1,094.40	.....	1,094.40	42.75	.....
149006	Clinton and Eichel	8.79	6	375.77	.....	375.77	42.75	.....
149007	Slaughter, La., and Woodville, Miss.	41.78	6	1,855.31	.....	1,855.31	44.46	.....
149008	Vicksburg, Miss., and Shreveport, La.	* 172.99	7	19,051.38	.....	19,051.38	110.13	.....	All land grant.
149009	Schriever and Thibodaux	5.26	14	274.36	.....	274.36	52.16	.....
149010	Lafayette, La., and Orange, Tex.	113.66	14	23,420.77	2,811.50	26,232.27	206.06	25.00	
149011	Shreveport and Cheneyville	131.67	7	19,681.94	.....	19,681.94	124.83	.....
149012	Cades and St. Martinsville	7.30	14	312.07	.....	312.07	42.75	.....
149013	Baton Rouge Junc. (n. o.) and Baton Rouge.	10.96	7	468.54	.....	468.54	42.75	.....
149014	New Orleans and Covington	59.80	7	2,556.45	.....	2,556.45	42.75	.....
149015	Baldwin Station (n. o.) and Louisi- ana.	15.46	7	660.91	.....	660.91	42.75	.....
149016	Shreveport and Logansport	41.72	7	2,924.98	.....	2,924.98	70.11	.....
149017	Cypress and Natchitoches	12.70	14	618.99	.....	618.99	48.74	.....
149018	Gibland and Homer	19.70	14	859.11	.....	859.11	43.61	.....
149019	New Lewisville, Ark., and Shreve- port, La.	61.54	6	2,630.83	.....	2,630.83	42.75	.....
149020	New Orleans and Southern R. Hache.	* 45.62	7	1,950.26	.....	1,950.26	42.75	.....
149021	Lafayette and Cheneyville	61.60	7	9,002.38	.....	9,002.38	48.74	.....
149022	New Iberia and Avery	10.04	7	429.21	.....	429.21	42.75	.....
149023	Minden and Lanesville	6.00	14	256.50	.....	256.50	42.75	.....
149024	New Orleans and City Price	40.38	6	2,313.37	.....	2,313.37	57.29	.....
149025	Gibland and Bienville	16.42	6	300.00	.....	300.00	.....	.....	Agreement.
149026	Natchez, Miss., and Rayville, La.	77.67	6	2,300.00	.....	2,300.00	.....	.....	Do.
149027	City Price and Buras	19.75	6	.....	.....	.....	.....	.....	Pay not fixed.
149028	Mandeville Junction (n. o.) and Mandeville.	11.04	6	.....	.....	.....	.....	.....	Do.
		1,443.50	.....	143,251.41	6,434.25	149,685.66	.....	.....

REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
TEXAS.										
150001	Houston and Galveston.	International and Great Northern R.R.	51.31	28	Dollars. 7,328.55	Dollars. 142.79	Dollars. 7,328.55	Dollars. 142.79	Dollars.	
150002	Houston and San Antonio	Galveston, Harrisburg and San Antonio Rwy.	215.65	14	83,742.75	158.47	38,742.75	158.47		
150003	Houston and Denison	Houston and Texas Central Rwy.	438.38	15.52	61,913.38	182.97	61,913.38	182.97		
150004	Hempstead and Austin	do	115.10	14	11,218.79	97.47	11,218.79	97.47		
150005	Bremont and Roes	do	54.49	8.32	4,286.18	78.66	4,286.18	78.66		
150006	Longview and Houston	International and Great Northern R.R.	233.32	14	35,310.64	2,062.60	37,343.14	2,062.60	25.00	R.P.O. between Longview and Palestine, Tex., 81.30 m.
150007	Palestine and Laredo	do	415.78	11.40	72,166.93	6,532.50	78,699.43	173.57	25.00	R.P.O. between Palestine and San Antonio, Tex., 261.30 m.
150008	Houston and Columbia	do	51.05	3	2,182.38		2,182.38	42.75		Pay based on a service of not less than six round trips per week.
150009	Shreveport, La., and El Paso, Tex.	Texas and Pacific Rwy	883.43	9.92	115,824.86	5,080.00	120,904.85	147.92	50.00	19.30 m. Shreveport to State Line (n.o.), land grant, at \$118.34 per m.; 722.62 m. State Line (n.o.) to Sierra Blanca, not land grant, at \$147.92 per m.; 91.51 m. Sierra Blanca, to El Paso, lap service, at \$72.68 per mile. R.P.O. Marshall to Longview, 23.50 m., at \$50 per m.; Longview to Fort Worth, 156.20 m., at \$25 per m.
150010	Texarkana, Ark., and Marshall, Tex.	do	74.61	21	10,002.96	3,705.00	23,607.96	265.76	50.00	
150011	Whiteboro, Tex., and Texarkana, Ark.	do	173.26	14	17,332.93		17,332.93	100.04		

[illegible]

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. <i>Miles.</i>	Average No. of trips per week over whole route.	Annual pay for transportation. <i>Dollars.</i>	Annual pay for R. P. O. cars. <i>Dollars.</i>	Total annual pay. <i>Dollars.</i>	Cost per mile for transportation. <i>Dollars.</i>	Cost per mile for R. P. O. cars.	Remarks.
TEXAS—continued.										
150040	Harwood and Gonzales.....	Galveston, Harrisburg and San Antonio Rwy.	12.86	7	571.75	.....	571.75	44.46	.....
150041	Echo and Belton.....	Missouri, Kansas and Texas Rwy.	6.73	14	374.05	.....	374.05	55.58	.....
150042	Guide and Roberts.....	Texas Central Rwy.....	52.21	6	2,231.97	.....	2,231.97	42.75	.....
150043	Spofford and Eagle Pass.....	Galveston, Harrisburg and San Antonio Rwy.	36.56	7	2,011.72	.....	2,011.72	56.43	.....
150044	Tyler and Lufkin.....	Tyler Southeastern Rwy.....	90.07	7	5,468.14	.....	5,468.14	60.71	.....
150045	Beaumont and Sabine Pass.....	Sabine and East Texas Rwy..	30.69	3	1,311.99	.....	1,311.99	42.75	.....	Pay based on a service of not less than 6 round trips per week.
150046	Trinity and Colmesneil.....	Missouri, Kansas and Texas Rwy.	67.17	7	3,044.14	.....	3,044.14	45.32	.....
150047	Houston and Alvin.....	Gulf, Colorado and Santa Fe Rwy.	24.54	21	1,253.90	.....	1,253.90	51.30	.....
150048	Longview and Carthage.....	Texas, Sabine Valley and Northwestern Rwy.	39.35	6	1,682.21	.....	1,682.21	42.75	.....
150049	Temple and San Angelo.....	Gulf, Colorado and Santa Fe Rwy.	228.09	7	19,307.81	.....	19,307.81	84.65	.....
150050	Somerville (n. o.) and Navasota.....	.....do.....	23.50	7	1,218.37	.....	1,218.37	42.75	.....
150051	Coleman Junction (n. o.) and Coleman.....	.....do.....	6.18	7	280.07	.....	280.07	45.82	.....
150052	Fort Worth and Waxahachie.....	Fort Worth and New Orleans Rwy.	41.51	7	2,804.00	.....	2,804.00	67.55	.....
150053	Dallas and Honey Grove.....	Gulf, Colorado and Santa Fe Rwy.	81.53	8.03	5,046.76	.....	5,046.76	69.26	.....
150054	Fort Worth and Purcell.....	.....do.....	173.04	14	14,499.02	.....	14,499.02	83.79	.....
150055	Greenville and Dallas.....	Missouri, Kansas and Texas Rwy.	55.15	7	2,683.01	.....	2,683.01	48.74	.....
150056	Taylor and Fayetteville.....	.....do.....	83.26	7	4,485.21	.....	4,485.21	53.87	.....
150057	Kenedy and Houston.....	San Antonio and Aransas Pass Rwy.	176.46	7	14,635.59	.....	14,635.59	82.94	.....
150058	San Antonio and Kerrville.....	.....do.....	71.28	6	4,935.46	.....	4,935.46	69.26	.....
150059	Ladonia and Paris.....	Gulf, Colorado and Santa Fe Rwy.	30.07	7	2,185.48	.....	2,185.48	72.68	.....
150060	Mount Pleasant and Sherman.....	St. Louis Southwestern Rwy. Co. of Texas.	110.57	7	5,861.31	.....	5,861.31	53.01	.....

	Fort Worth and Dablin	Fort Worth and Rio Grande Rwy.	90.53	6	4,257.62	4,257.62	47.03	
150061	Yeakum and Lexington	San Antonio and Aransas Pass Rwy.	86.67	6	3,858.34	3,858.34	44.46	
150062	San Marcos and Lockhart	Misouri, Kansas and Texas Rwy.	17.27	14	812.20	812.20	47.03	
150063	Corralcuna and Hillsboro	St. Louis Southwestern Rwy. Co. of Texas.	43.05	7	2,065.25	2,065.25	49.59	
150064	Terline, Tex., and Pueblo, Colo	Union Pacific, Denver and Gulf Rwy.	227.74	7	18,234.76	18,234.76	119.70	
150065	Pandhandle and Washburn Commerce and Fort Worth	Pandhandle Rwy.	16.23	7	693.83	693.83	43.75	
150066	Rockport and Gregory	St. Louis Southwestern Rwy. Co. of Texas.	98.32	7	4,203.18	4,203.18	42.75	
150067	Vacant.	San Antonio and Aransas Pass Rwy.	21.23	6	907.58	907.58	42.75	
150068	Dallas and Waxahachie	Misouri, Kansas and Texas Rwy.	82.28	7	1,379.97	1,379.97	42.75	
150069	Victoria and Beeville	Gulf, Western Texas and Pacific Rwy.	55.00	7	2,475.97	2,475.97	44.46	
150070	Burnet and Marble Falls	Austin and Northwestern R. R.	16.93	6	912.01	912.01	53.87	
150071	Whiteboro and Fort Worth	Texas and Pacific Rwy.	72.85	14	373.72	373.72	5.13	
150072	Austin Junction (n. o.) and Lockhart.	San Antonio and Aransas Pass Rwy.	53.94	6	2,305.93	2,305.93	42.75	
150073	Ross and Albany	Texas Central Rwy.	175.73	8.32	13,822.92	13,822.92	78.66	
150074	Waco and Lott	San Antonio and Aransas Pass Rwy.	28.27	6	1,208.54	1,208.54	42.75	
150075	Skidmore and Alice	do.	43.00	6	1,838.25	1,838.25	42.75	
150076	Wichita Falls and Seymour	Wichita Valley Rwy.	52.34	6	2,416.53	2,416.53	46.17	
150077	Pecos and State Line (n. o.)	Pecos River R. R.	53.55	6	1,656.00	1,656.00		Agreement.
150078	Dublin and Comanche	Fort Worth and Rio Grande Rwy.	22.59	6	600.00	600.00		Do.
150079	Waxahachie and Hillsboro	Misouri, Kansas and Texas Rwy.	35.47	6	2,759.92	2,759.92	77.81	
150080	Weatherford and Mineral Wells	Weatherford, Mineral Wells and Northwestern Rwy.	23.49	6	450.00	450.00		Agreement.
150081	Comanche and Brownwood	Fort Worth and Rio Grande Rwy.	30.66	6	561.00	561.00		Do.
150082	Lexington and Lott	San Antonio and Aransas Pass Rwy.	58.30	6	949.94	949.94		Do.
150083	Vacant.	Velasco Terminal Rwy.	20.25	6				Paynot fixed.
150084	Chenango Junction (n. o.) and Velasco.		8,042.37		896,145.40	916,135.90		
150085								
150086								

91.79 miles, Trinidad and Pueblo, lap serv. fee at \$21.37 per mile.

Lap service over route 150078.

Agreement.

Do.

Agreement.

Do.

Do.

Paynot fixed.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance. Miles.	Average No. of trips per week over whole route.	Annual pay for transportation. Dollars.	Annual pay for R. P. O. cars. Dollars.	Total annual pay. Dollars.	Cost per mile for transportation. Dollars.	Cost per mile for R. P. O. cars. Dollars.	Remarks.
INDIAN TERRITORY.										
153001	Atoka and Lehigh.	Missouri, Kansas and Texas Rwy.	9.25	12	385.43	385.43	385.43	Dollars. 42.75		
153002	Vinita and Sapulpa.	St. Louis and San Francisco Rwy.	78.33	7	3,750.44		3,750.44		47.88	All land grant.
153003	Arkansas City, Kans., and Fort Smith, Ark., and Coffeyville, Kans.	Atchison, Topeka and Santa Fe R. R.	154.51	14	17,702.21		17,702.21		114.57	
153004	Kiowa, Kans., and Panhandle, Texas.	do	217.21	7	12,815.39		12,815.39		59.00	
153005	Fort Smith, Ark., and Coffeyville, Kans.	Kansas and Arkansas Valley Rwy.	164.96	7	10,296.80		10,296.80		62.42	Agreement.
153006	South McAlester and Wister.	Choctaw Coal and Railway Co.	65.04	6	1,800.00		1,800.00			
OKLAHOMA.										
154001	Oklahoma, Fort Reno.	Choctaw Coal and Railway Co.	81.00	6	620.00		620.00			Agreement.
KANSAS.										
155001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy.	639.73	16.03	155,889.40	15,978.75	171,868.15	243.68	25.00	394 m. aided. 245.73 nonaided.
155002	Lawrence and Leavenworth.	do	34.88	7	1,700.05		1,700.05	48.74		Nonaided.
155003	Atchison and Waterville.	Central Branch Union Pacific R. R.	100.28	13	15,862.29		15,862.29	188.18		
155004	Lawrence and Coffeyville.	Atchison, Topeka and Santa Fe R. R.	141.85	12.45	16,009.19		16,009.19	112.86		All land grant.
155005	Cherryvale and Hunnewell.	do	131.55	8.53	15,409.76		15,409.76	117.14		
155006	Kansas City, Mo., and Ottawa, Kans.	do	58.76	21.50	10,248.91		10,248.91	174.42		
155007	St. Joseph, Mo., and Grand Island, Nebr.	St. Joseph and Grand Island R. R.	{ 227.00 25.09 }	{ 13 }	26,686.20		26,686.20	{ 103.29 130.11 }		Land grant, St. Joseph to Hastings, 227.00 miles.
155008	Kansas City, Mo., and Webb City, Mo.	Kansas City, Fort Scott and Memphis R. R.	181.40	14.46	27,453.07		27,453.07	151.34		

REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	KANSAS—continued.				Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
155038	Leavenworth and Meriden Junction (n. o.)	Leavenworth, Topeka and Southwestern Rwy.	46.68	7	2,035.71	.....	2,035.71	43.61	.....
155039	Chilopee and Chanute.....	Atchison, Topeka and Santa Fe R. R.	57.27	7	2,644.15	.....	2,644.15	46.17	.....
155040	Atchison, Kans. and Omaha, Nebr.	Missouri Pacific Rwy.	166.16	12.27	16,622.64	.....	16,622.64	100.04	.....
155041	Ottawa and Emporia.....	Atchison, Topeka and Santa Fe R. R.	57.26	6	2,643.69	.....	2,643.69	46.17	.....
155042	Wichita and Kingman.....	Wichita and Western Rwy.	45.95	10	3,418.22	.....	3,418.22	74.39	.....
155043	Weir City Junction (n. o.) and Weir.	Kansas City, Fort Scott and Memphis R. R.	3.89	14	166.29	.....	166.29	42.75	.....
155044	Lawrenceburg and Belleville.....	Junction City and Fort Kearney R. R.	17.27	7	1,077.99	.....	1,077.99	62.42	.....	Nonaided.
155045	Butler, Mo., and Le Roy, Kans.	Kansas and Colorado Pacific Rwy.	80.17	6	3,701.44	.....	3,701.44	46.17	.....
155046	El Dorado and McPherson.....	Fort Scott, Wichita and Western Rwy.	62.36	7	2,879.16	.....	2,879.16	46.17	.....
155047	Alton and Stockton.....	Rooks County R. R.	19.07	7	890.46	.....	890.46	46.17	.....
155048	Attica and Medicine Lodge.....	Atchison, Topeka and Santa Fe R. R.	21.61	7	1,053.27	.....	1,053.27	48.74	.....
155049	Beaumont and Anthony.....	St. Louis and San Francisco Rwy.	117.03	7	6,804.12	.....	6,804.12	59.14	.....
155050	Council Grove and Salina.....	Kansas and Colorado Pacific Rwy.	71.35	7	8,601.95	.....	8,601.95	120.56	.....
155051	Wichita and Hutchinson.....	do	48.02	14	3,695.13	.....	3,695.13	70.95	.....
155052	Hutchinson and Kinsley.....	Atchison, Topeka and Santa Fe R. R.	84.54	13	5,493.40	.....	5,493.40	64.96	.....
155053	Independence and Cedar Vale.....	do	56.12	7	2,639.32	.....	2,639.32	47.08	.....	Nonaided.
155054	Manhattan and Marysville.....	Omaha and Republican Valley R. R.	55.56	7	4,370.34	.....	4,370.34	78.66	.....
155055	Quenemo and Oage City.....	Atchison, Topeka and Santa Fe R. R.	20.71	12	885.35	.....	885.35	42.75	.....
155056	Chetopa and Belle Plaine.....	Kansas and Colorado Pacific Rwy.	146.19	7.52	10,625.08	.....	10,625.08	72.68	.....
155057	Salina and Zurich.....	Union Pacific, Lincoln and Colorado Rwy.	111.63	6	8,113.26	.....	8,113.26	72.68	.....	Nonaided.
155058	Belle Plaine and Larned.....	Kansas and Colorado Pacific Rwy.	128.37	7	7,243.91	.....	7,243.91	128.37	.....
155059	Great Bend and Selkirk.....	Atchison, Topeka and Santa Fe R. R.	155.43	7	8,638.79	.....	8,638.79	55.58	.....

155060	Topeka and Fort Scott	Kansas and Colorado Pacific Rwy.	131.40	0	6,629.13	6,629.13	131.40																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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C.—Railroad service as in operation on the 30th of June, 1899—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	KANSAS—continued.									
155087	Wichita and Ellsworth	St. Louis and San Francisco Rwy.	105.15	9.28	Dollars. 8,271.10	Dollars. 837.50	Dollars. 9,108.60	Dollars. 78.66	Dollars. 25.00	R. P. O. on 33.50 miles only.
155088	Manchester, Kans., and Superior, Nebr.	Atchafson, Topeka and Santa Fe R. R.	81.16	7	5,482.35	.....	5,482.35	67.55	.....
155089	Belleville and McFarland	Chicago, Rock Island and Pacific Rwy.	104.77	14	13,078.43	.....	13,078.43	124.88	.....
155090	Le Roy and Madison	Kansas and Colorado Pacific Rwy.	30.08	6	1,337.35	.....	1,337.35	44.46	.....
155091	Kansas City, Mo., and Paola, Kans.	Kansas City and Southwestern Rwy.	54.07	14	8,136.45	.....	8,136.45	150.48	.....
155092	Bucklin and Dodge City	Chicago, Rock Island and Pacific Rwy.	26.54	10	1,724.56	.....	1,724.56	64.98	.....
155093	Dexter and Arkansas City	Kansas and Colorado Pacific Rwy.	26.19	7	1,119.62	.....	1,119.62	42.75	.....
155094	Warwick and Prosser	Pacific Rwy. Co. in Nebraska.	72.59	7	3,475.60	.....	3,475.60	47.88	.....
155095	Gypsum and Marquette	Kansas and Colorado Pacific Rwy.	27.52	7	1,176.48	.....	1,176.48	42.75	.....
155096	Herington and Salina	Chicago, Rock Island and Pacific Rwy.	49.93	7	2,134.50	.....	2,134.50	42.75	.....
155097	Dodge City and Montezuma	Dodge City, Montezuma and Trinidad Rwy.	27.96	6	1,195.29	.....	1,195.29	42.75	.....
155098	Zurich and Colby	Union Pacific, Lincoln and Colorado Rwy.	93.51	6	6,156.69	.....	6,156.69	65.84	.....	Nonalided.
155099	Menager Junction (n. o.) and Leavenworth Station (n. o.)	Kansas City, Wyandotte and Northwestern R. R.	12.40	14	530.10	.....	530.10	42.75	.....
155100	Kansas City, Mo., and North Topeka Station (n. o.)	Chicago, Rock Island and Pacific Rwy.	67.20	23	3,044.83	.....	3,044.83	45.31	.....	Lap service.
155101	Hutchinson and Anthony	Hutchinson and Southern R. R.	71.59	13	3,917.40	.....	3,917.40	54.72	.....
155102	Fort Scott and Cornell Station (n. o.).	Missouri Pacific Rwy.	29.99	6	600.00	.....	600.00	.....	.....	Agreement.
			9,153.73	.....	1,048,279.30	71,773.95	1,120,053.25	.....	.....

REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
NEBRASKA—continued.										
157028	Ogall, Nebr., and Concordia, Kans.	Burlington and Missouri River R. R. in Nebraska.	72.11	6	6,104.11		6,104.11	84.65		
157029	Hastings and Oxford	do	108.15	10.88	15,338.67	1,617.50	16,956.17	144.50	25.00	R. P. O. on 64.70 miles
157030	Kearney and Kearney	do	24.57	7	1,260.44		1,260.44	51.30		
157031	Holdrege and Edward	do	28.72	7	3,084.00		3,084.00	107.73		
157032	Republic City and Oberlin	do	78.73	6	5,722.09		5,722.09	72.68		
157033	St. Paul and Loup City	Omaha and Republican Valley Rwy.	39.61	12	2,081.99		2,081.99	51.30		Nonaltd.
157034	Fairmont and Hebron	Burlington and Missouri River R. R. in Nebraska.	36.39	7.44	1,680.12		1,680.12	46.17		
157035	Chadron, Nebr., and Douglas, Wyo.	Fremont, Elkhorn and Missouri Valley R. R.	140.33	6	10,439.14		10,439.14	74.39		
157036	Grand Island, Nebr., and Newcas- tle, Wyo.	Burlington and Missouri River R. R. in Nebraska.	424.98	6	41,422.80		41,422.80	97.47		
157037	Fremont and Lincoln	Fremont, Elkhorn and Missouri Valley R. R.	52.69	15.64	4,460.20		4,460.20	84.65		
157038	Omaha and Ashland	Burlington and Missouri River R. R. in Nebraska.	31.20	21	9,310.08	1,995.50	11,305.58	298.40	65.00	
157039	Plattsmouth and Ashland	do	31.37	8.9	4,130.48	172.00	4,302.48	131.67	40.00	R. P. O. on 4.30 miles.
157040	Weeping Water and Lincoln	Missouri Pacific Rwy.	35.65	13	2,926.15		2,926.15	82.08		
157041	Scribner and Oakdale	Fremont, Elkhorn and Missouri Valley R. R.	115.30	6	5,914.89		5,914.89	51.30		
157042	Elwood, Nebr., and Cheyenne, Wyo.	Burlington and Missouri River R. R. in Nebraska.	307.82	7	25,265.86		25,265.86	82.08		
157043	Edgar and Holdrege	do	81.11	6	6,380.11		6,380.11	78.66		
157044	Aurora and Hastings	do	29.82	6	1,274.80		1,274.80	42.75		
157045	Fairfield and Stromsburg	Kansas City and Omaha R. R.	65.28	6	5,469.81		5,469.81	83.79		
157046	Orleans, Nebr., and St. Francis, Kans.	Burlington and Missouri River R. R. in Nebraska.	134.46	6	11,266.40		11,266.40	83.79		
157047	Weeping Water and Nebraska City.	Missouri Pacific Rwy.	25.18	14	2,798.75		2,798.75	111.15		
157048	Nebraska City and Auburn	do	22.83	14	2,578.59		2,578.59	112.66		
157049	Central City and Arcadia	Burlington and Missouri River R. R. in Nebraska.	71.07	6	4,314.65		4,314.65	60.71		
157050	Fairbury, Nebr., and Colorado Springs, Colo.	Chicago, Rock Island and Pacific Rwy.	454.79	14	58,326.81		58,326.81	128.25		
157051	Omaha to Arlington	Fremont, Elkhorn and Missouri Valley R. R.	28.78	14	3,789.46		3,789.46	131.67		
157052	Platte River Junction (n. o.) and Hastings.	do	120.00	12	9,952.80		9,952.80	82.94		

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			Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
	SOUTH DAKOTA—continued.									
159017	Madison and Bristol.....	Chicago, Milwaukee and St. Paul Rwy.	103.65	6	7,178.79		7,178.79	69.26		
159018	Doland and Groton.....	Chicago and Northwestern Rwy.	39.28	6	1,679.22		1,679.22	42.75		
159019	Salem and Mitchell.....	Chicago, St. Paul, Minneapolis and Omaha Rwy.	33.08	6	1,697.00		1,697.00	51.30		
159020	Rapid City and Whitewood.....	Fremont, Elkhorn and Missouri Valley R. R.	30.93	7	4,515.43		4,515.43	132.27		
159021	Watertown and Huron.....	Great Northern Rwy.	70.72	6	4,656.20		4,656.20	65.84		
15 022	Deadwood and Lead City.....	Deadwood Central R. R.	3.53	6	150.90		150.90	42.75		
159023	Lead City and Piedmont.....	Black Hills and Fort Pierre R. R.	37.29	6	1,785.44		1,785.44	47.88		
159024	Whitewood and Deadwood.....	Fremont, Elkhorn and Missouri Valley R. R.	9.64	6	1,022.03		1,022.03	106.02		
159025	Buffalo Gap and Hot Springs.....	.....do	13.67	6	642.90		642.90	47.03		
159026	Dudley and Deadwood.....	Burlington and Missouri River R. R. in Nebraska.	107.90	6	6,826.83		6,826.83	63.27		
159027	Minnekahta and Hot Springs.....	.....do	13.88	6						Pay not fixed.
	NORTH DAKOTA.									
161001	Breckenridge, Minn., and Hope, N. Dak.	Great Northern Rwy	1,489.28		127,064.07		127,064.07			
			93.16	5.04	7,327.96		7,327.96	78.66		
161002	Fargo and Neche.....	.....do	157.00	9.87	25,246.63		25,246.63	159.89		
161003	Everest and Langdon.....	.....do	154.94	6	10,332.94		10,332.94	66.69		
161004	Ripon and Portland Junction (n. o.).	.....do	41.39	6	2,725.11		2,725.11	65.84		
161005	Fargo and Edgeley.....	Northern Pacific R. R.	109.94	6.35	6,955.90		6,955.90	63.27		
161006	Janestown and Leeds.....	.....do	108.39	6	7,877.78		7,877.78	72.68		
161007	Sanborn and Cooperstown.....	.....do	34.17	6	1,546.26		1,546.26	42.75		
161008	Fargo, N. Dak., and Ortonville, Minn.	Chicago, Milwaukee and St. Paul Rwy.	119.62	6	7,977.45		7,977.45	66.69		
161009	Janestown and La Moure.....	Northern Pacific R. R.	48.85	6	3,550.41		3,550.41	72.68		
161010	Devil's Lake, N. Dak., and Great Falls, Mont.	Great Northern Rwy	697.81	7	89,646.81		89,646.81	134.24		
161011	Tintah Junction (n. o.), Minn., and Aberdeen, S. Dak.	.....do	119.28	6	8,261.33		8,261.33	69.26		
161012	Valley Junction (n. o.) and Oakes.	Northern Pacific R. R.	15.21	6	1,105.46		1,105.46	72.68		
161013	Vacant.									

Pay based on a service of not less than six round trips per week.

			40.80	8	2,128.95		2,128.95	42.75		Pay based on service of not less than six times a week.
161014	Rutland and Ellendale.....do									
161015	Fairmount and Oakes.....	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	73.40	6	6,087.79		6,087.79	82.94		
161016	Vacant.	Northern Pacific R. R.	13.14	6	591.73		591.73	42.79		Pay fixed at \$1.971 per annum to June 30, 1893, and from July 1, 1893, to June 30, 1894, at \$1.911 per an- num. By agreement.
161017	Carrington and Sykeston	Minneapolis, St. Paul and Sault Ste. Marie Rwy.	82.95	6	1,274.00		1,274.00			
161018	Hankinson and Valley City.....									
			1,891.95		182,606.51		182,606.51			
	MONTANA.									
163001	Silver Bow and Garrison	Montana Union Rwy.	44.75	17.25	5,165.49		5,165.49	115.43		
163002	Logan Station (n. o.), and Butte City.	Northern Pacific R. R.	71.28	6	11,091.88		11,091.88	155.61		
163003	Stuart and Anacondas.....	Montana Union Rwy.	8.50	12	574.17		574.17	67.55		
163004	Drummond and Rumsey.....	Northern Pacific R. R.	31.59	7	1,647.73		1,647.73	52.18		
163005	Butte City and Great Falls.....	Montana Central Rwy.	172.79	10	21,127.03		21,127.03	122.27		
163006	Harrison and Pony.....	Northern Pacific R. R.	7.78	6	332.59		332.59	42.75		
163007	Clough Junction (n. o.), and Marysville.	do	12.47	6	533.09		533.09	42.75		
163008	Missoula and Grantdale.....	do	51.04	6	3,360.47		3,360.47	65.84		
163009	Silver Bow and Butte City.....	Montana Union Rwy.	8.05	6	1,059.94		1,059.94	131.67		
163010	Great Falls and Sand Conlee.....	Montana Central Rwy.	16.41	6	701.52		701.52	42.75		
163011	Laurel Junction (n. o.), and Red Lodge.	Rocky Fork and Cooke City Rwy.	44.78	7	1,914.34		1,914.34	42.75		
163012	Livingston and Cinnabar Station (n. o.).	Northern Pacific R. R.	51.00	3	2,180.25		2,180.25	42.75		Pay based upon a serv- ice of not less than six round trips per week.
163013	Boulder Valley and Elkhorn	do	20.83	7	894.75		894.75	42.75		
163014	Sappington Station (n. o.), and Norris Station (n. o.).	do	20.30	6	897.82		897.82	42.75		
163015	Allen Station (n. o.) and Monarch	Montana Central Rwy.	56.45	6						Pay not fixed. Do.
163016	Monarch and Cleudenin.....do	do	11.37	6						
			629.49		51,451.07		51,451.07			
	WYOMING.									
164001	Granger, Wyo., and Huntington, Oregon.	Oregon Short Line and Utah Northern Rwy.	541.45	7	156,939.28		156,939.28	298.85	50.00	
164002	Cheyenne and Orin Junction	Union Pacific, Denver and Gulf Rwy.	154.56	6	7,697.99		7,697.99	64.13		\$46.17 per mile for 123.27 miles.
164003	Douglas and Casper	Fremont, Elkhorn and Mis- sour Valley R. R.	53.31	6	3,054.12		3,054.12	57.29		
164004	Newcastle and Gillette.....	Burlington and Missouri River R. R., in Nebraska.	76.79	6	4,595.88		4,595.88	59.85		
			826.11		172,287.27		172,287.27			

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COLORADO.										
165001	Denver and El Moro.	Denver and Rio Grande R. R.	Miles. 207.25	19.72	Dollars. 34,200.39	Dollars. 34,200.39	Dollars. 34,200.39	Dollars. 165.02	Dollars.	Nonaudited.
165002	Erie and Boulder	Denver and Boulder Valley R. R.	14.43	6	950.07	950.07	950.07	65.84	.....
165003	Denver and Fort Collins	Union Pacific, Denver and Gulf Rwy.	75.00	11.46	8,920.03	8,920.03	8,920.03	117.09	Do.
165004	Fort Garland and Kapanola.	Denver and Rio Grande R. R.	143.95	6.4	8,985.35	8,985.35	8,985.35	62.42	.....
165005	Denver and Leadville	Denver, Leadville and Gunnison Rwy.	152.03	7.75	18,717.93	18,717.93	18,717.93	123.12	R. P. O. on 347.50 miles.
165006	La Junta, Colo., and Deming, N. Mex.	Atchison, Topeka and Santa Fe R. R.	578.41	11.20	120,176.24	13,900.00	134,076.24	207.77	40.00	
165007	Denver, Colo., and Cheyenne, Wyo.	Union Pacific Rwy.	107.40	23.04	17,539.49	17,539.49	163.31	Nonaudited.
165008	Marshall Junction (n. o.) and Lafayette.	Union Pacific, Denver and Gulf Rwy.	6.06	6	259.06	259.06	42.75	No compensation prior to July 1, 1894, on 36.30 miles. La Junta to Fort Garland by agreement. Nonaudited.
165009	Poncho Springs and Monarch	Denver and Rio Grande R. R.	15.69	6	670.74	.....	670.74	42.75	.....
165010	Vacant.	.....	.....	.....	.....	.....	.....	.....	.....
165011	Alamosa and Del Norte.	.....	31.84	6	1,633.39	.....	1,633.39	51.30	.....
165012	Salida and Grand Junction.	Denver and Rio Grande R. R.	209.44	14.46	27,576.96	.....	27,576.96	131.67	.....
165013	Cucharas and Fort Garland.	do	57.06	6	930.24	.....	930.24	42.75	.....
165014	Schwander Station (n. o.) and Romley.	Denver, Leadville and Gunnison Rwy.	22.92	6	979.83	979.83	42.75	Nonaudited.
165015	Mears (n. o.) and Alamosa.	Denver and Rio Grande R. R.	75.01	6	9,876.56	.....	9,876.56	131.67	.....
165016	Gunnison and Crested Butte.	do	28.54	6	1,220.08	.....	1,220.08	42.75	.....
165017	Julienburg and La Salle.	Union Pacific, Denver and Gulf Rwy.	151.04	14	20,792.16	.....	20,792.16	137.06	.....
165018	Leadville and Aspen.	Denver and Rio Grande R. R.	196.77	7	17,774.62	.....	17,774.62	129.06	.....
165019	Pueblo and Leadville.	do	162.15	11.29	30,362.58	.....	30,362.58	187.25	.....
165020	Argo Junction (n. o.) and Silver Plume.	Union Pacific, Denver and Gulf Rwy.	51.73	14.23	5,572.87	5,572.87	107.73	Nonaudited.
165021	Forks Creek and Central City.	do	11.22	14	652.33	.....	652.33	58.14	.....
165022	Sheridan Junction (n. o.) and Morrison.	Denver, Leadville and Gunnison Rwy.	9.53	14	407.40	407.40	42.75	

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week for whole route.	Annual pay for transportation.	Annual pay for R. F. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. F. O. cars.	Remarks.
NEW MEXICO.										
167001	Lamy and Santa Fe.....	Atchison, Topeka and Santa Fe R. R.	Miles. 18.75	28	Dollars. 1,186.31	Dollars. 63.27	Dollars. 1,186.31	Dollars. 63.27		
167002	Antonito, Colo., and Silverton, Colo.	Denver and Rio Grande R. R.	217.03	6	18,000.46	82.94	18,000.46	82.94		
167003	Albuquerque, N. Mex., and Needles, Cal.	Atlantic and Pacific R. R.	575.76	14	85,454.29	148.42	85,454.29	148.42		All land grant.
167004	Rincon, N. Mex., and El Paso, Tex.	Atchison, Topeka and Santa Fe R. R.	77.17	14	7,917.64	102.60	7,917.64	102.60		
167005	Deming, N. Mex., and El Paso, Tex.	Southern Pacific.	88.70	7	11,527.45	129.96	11,527.45	129.96		Nonaided.
167006	Deming and Silver City.....	Atchison, Topeka and Santa Fe R. R.	48.71	7	3,373.65	48.71	3,373.65	48.71		
167007	East Las Vegas and Las Vegas	do.	6.84	21	292.41	42.75	292.41	42.75		
167008	Hot Springs.	do.	13.33	14	638.24	47.88	638.24	47.88		
167009	Nutt Station (n.o.) and Lake Valley State Line (n.o.) Edly.	Pecos Valley Rwy.	35.70	6	1,104.00		1,104.00			Agreement to June 30, 1893.
167010	Socorro and Magdalena.....	Atchison, Topeka and Santa Fe R. R.	27.50	6	1,175.62	42.75	1,175.62	42.75		
167011	Espanola and Santa Fe.....	Santa Fe Southern Rwy.	41.10	6	1,792.37	43.61	1,792.37	43.61		
167012	Lordsburg, N. Mex., and Clifton, Ariz.	Arizona and New Mexico Rwy.	72.01	6	3,078.42	42.75	3,078.42	42.75		
ARIZONA.										
168001	Yuma, Ariz., and Deming, N. Mex.	Southern Pacific.	1,222.60		135,540.86		135,540.86			Nonaided.
168002	Benson and Nogales.....	New Mexico and Arizona R. R.	468.15	7	64,042.92	136.80	64,042.92	136.80		
168003	Saligman and Prescott.....	Prescott and Arizona Central Rwy.	88.56	7	6,360.37	71.82	6,360.37	71.82		
168004	Maricopa and Phoenix.....	Maricopa and Phoenix R. R.	74.23	6	4,887.30	65.84	4,887.30	65.84		
168005	Fairbank and Biabee.....	Arizona and Southeastern R. R.	35.11	7	2,281.44	64.98	2,281.44	64.98		
			36.34	6	1,553.53	42.75	1,553.53	42.75		
			702.39		79,125.56		79,125.56			

UTAH.									
159001	Ogden and Pricco	Oregon Short Line and Utah Northern Rwy.	276.60	10.53	30,035.99	.....	80,035.09	.....	108.59
159002	Grand Junction, Colo., and Ogden, Utah.	Rio Grande Western Rwy....	329.45	14	31,268.09	.....	31,268.09	.....	94.91
159003	Ogden, Utah, and Silver Bow, Mont.	Oregon Short Line and Utah Northern Rwy.	390.05	7.99	55,359.79	.....	55,359.79	.....	141.93
159004	Bingham Junction (n. o.) and Bingham Canyon.	Rio Grande Western Rwy....	17.01	7	727.17	.....	727.17	.....	42.75
159005	Salt Lake City and Stockton.....	Oregon Short Line and Utah Northern Rwy.	40.50	10.5	1,731.87	.....	1,731.87	.....	42.75
159006	Bingham Junction (n. o.) and Alta.	Rio Grande Western Rwy....	18.20	3	778.05	.....	778.05	.....	42.75
159007	Cache Junction (n. o.), Utah, and Preston, Idaho.	Oregon Short Line and Utah Northern Rwy.	42.63	6	2,690.87	.....	2,690.87	.....	63.27
159008	Echo City and Park City	Echo and Park City R. R.....	28.35	14	1,478.73	.....	1,478.73	.....	52.16
159009	Colton and Scofield	Rio Grande Western Rwy....	17.80	6	739.57	.....	739.57	.....	42.75
159010	Nephi and Moroni	San Pete Valley Rwy.....	24.17	6	1,550.02	.....	1,550.02	.....	64.13
159011	Lehi Junction and Silver City.....	Oregon Short Line and Utah Northern Rwy.	54.05	6	2,310.63	.....	2,310.63	.....	42.75
159012	Mammoth Junction (n. o.) and Eureka.	.....do.....	8.33	6	142.35	.....	142.35	.....	42.75
159013	Salt Lake City and Park City	Utah Central Rwy.....	32.50	7	1,399.37	.....	1,399.37	.....	42.75
159014	Thistle and Mantle	Rio Grande Western Rwy....	87.15	6	6,036.00	.....	6,036.00	.....	69.26
159015	Sugar and Mill Creek	Utah Central Rwy.....	2.56	6	109.44	.....	109.44	.....	42.75
159016	Salt Lake City and El Dorado	West Side Rapid Transit Co..	9.37	6	250.00	.....	250.00	.....	.....
			1,373.12	.....	136,597.44	.....	136,597.44	.....	.....
IDAHO.									
170001	Shoshone and Ketchum.....	Oregon Short Line and Utah Northern Rwy.	70.06	6	4,673.63	.....	4,673.63	.....	66.69
170002	Hanser and Coeur d'Alene.....	Northern Pacific R. R.....	13.63	7	1,090.55	.....	1,090.55	.....	77.81
170004	Nampa and Boise City.....	Oregon Short Line and Utah Northern Rwy.	20.40	13	1,360.47	.....	1,360.47	.....	66.69
170005	Vacant.	.....do.....				.....		.....
170006	Tekoa and Mullan	Washington and Idaho R. R...	87.16	6	6,354.78	.....	6,354.78	.....	72.68
170007	Wallace and Burke	Northern Pacific R. R.....	6.97	6	297.96	.....	297.96	.....	42.75
170008	Pullman Junction (n. o.), Wash., and Julesburg, Idaho.	Northern Pacific R. R.....	38.10	6	3,225.16	.....	3,225.16	.....	84.65
			236.34	.....	16,952.55	.....	16,952.55	.....	.....

C.—Railroad service as in operation on the 30th of June, 1898—Continued.

No. of route.	State and terminal.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual payment.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
	WASHINGTON.		Miles.		Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	
171001	Portland and Tacoma.	Northern Pacific R. R.	145.73	14	23,823.94		23,823.94	145.73		All land grant.
171002	Seattle and New Castle.	Columbia and Puget Sound R. R.	18.81	7	804.12		804.12	42.75		
171003	Olympia and Tenino.	Olympia and Chehalis Valley R. R.	16.84	14	1,569.48		1,569.48	93.20		
171004	Walla Walla and Wallula.	Oregon Short Line and Utah Northern Rwy.	32.02	7	1,368.85		1,368.85	42.75		
171005	Tacoma and Carbonado.	Northern Pacific R. R.	{ 27.03 } { 8.87 }	15.83	5,102.27		5,102.27	{ 135.43 } { 169.29 }		{ Land grant Tacoma to Melrose (n. o.), 27.03 miles.
171006	Connell (n. o.), Wash., and Moscow, Idaho.	Oregon Short Line and Utah Northern Rwy.	117.15	7.67	9,215.01		9,215.01	78.66		
171007	Renton and Franklin.	Columbia and Puget Sound R. R.	22.21	7	949.47		949.47	42.75		
171008	Walla Walla and Dayton.	Oregon Short Line and Utah Northern Rwy.	39.42	7	5,022.10		5,022.10	127.40		
171009	Walla Walla, Wash., and Missoula, Mont.	Northern Pacific R. R.	419.71	14	59,712.13		59,712.13	142.27		All land grant.
171010	Bolles Junction (n. o.) and Riparia.	Oregon Short Line and Utah Northern Rwy.	31.50	7	4,336.29		4,336.29	137.66		
171011	Pasco and South Prairie.	Northern Pacific R. R.	228.07	7	29,639.97		29,639.97	129.96		Do.
171012	Seattle and Stuck.	do.	23.94	14	4,666.87		4,666.87	194.94		
171013	Stuck and Puyallup Junction (n. o.)	do.	7.44	14	1,456.75		1,456.75	195.80		
171014	Starbuck and Pomeroy.	Oregon Short Line and Utah Northern Rwy.	30.56	7	1,803.04		1,803.04	58.00		
171015	Marshall, Wash., and Genesee, Idaho.	Northern Pacific R. R.	104.27	7	7,400.04		7,400.04	70.97		
171016	Colfax and Rockford.	Oregon Short Line and Utah Northern Rwy.	61.60	7	7,268.18		7,268.18	117.09		
171017	Walla Walla and Pendleton.	do.	48.18	7	7,002.96		7,002.96	145.35		
171018	Seattle and Mountain View.	Seattle, Lake Shore and Eastern Rwy.	59.78	7	3,270.07		3,270.07	54.72		
171019	La Crosse Junction (n. o.) and Elmer.	Oregon Short Line and Utah Northern Rwy.	24.60	7	3,302.30		3,302.30	134.24		
171020	Woodinville and Sumas City.	Seattle, Lake Shore and Eastern Rwy.	102.20	13	7,531.28		7,531.28	78.66		
171021	Cheney and Conlee City.	Northern Pacific R. R.	108.12	7	7,210.90		7,210.90	{ 64.13 } { 77.61 }		{ For 87.42 miles. For 20.70 miles.

C.—Railroad service as in operation on the 30th of June, 1892—Continued.

No. of route.	State and termini.	Corporate title of company carrying the mail.	Distance.	Average No. of trips per week over whole route.	Annual pay for transportation.	Annual pay for R. P. O. cars.	Total annual pay.	Cost per mile for transportation.	Cost per mile for R. P. O. cars.	Remarks.
OREGON—continued.										
173014	Albany and Green Basin.....	Oregon Pacific R. R.....	Miles. 44.60	6	Dollars. 1,260.00	Dollars.	Dollars. 1,260.00	Dollars.	Dollars.	By agreement to June 30, 1892.
173015	Medford and Jacksonville.....	Rogue River Valley Rwy.....	5.35	6	233.31	.....	233.31	43.61	.....	By agreement to June 30, 1894.
173016	Hunta Junction (n. o.), Wash. and Pendleton.	Oregon and Washington Territory R. R.	40.66	6	1,200.00	.....	1,200.00	.....	.....	.....
			1,308.43	.....	199,840.22	18,644.25	218,484.47	.....	.....	.....
NEVADA.										
175001	Virginia City and Reno.....	Virginia and Truckee R. R.....	52.58	7	6,783.60	.....	6,783.60	126.11	.....	Pay based upon average of not less than six round trips per week.
175002	Palisade and Eureka.....	Eureka and Palisade R. R.....	84.88	3	5,225.21	.....	5,225.21	61.56	.....	Do.
175003	Battle Mountain and Austin.....	Nevad Central R. R.....	94.52	3	4,202.35	.....	4,202.35	44.46	.....	Do.
175004	Mound House, Nev., and Keeler, Cal.	Carson and Colorado R. R.....	293.03	5.07	19,041.08	.....	19,041.08	64.98	.....	.....
175005	Bono, Nev., and Amedee, Cal.....	Nevada and California R. R.....	79.80	7	5,085.50	.....	5,085.50	64.13	.....	.....
175006	Belleville Junction (n. o.) and Candelaria.	Carson and Colorado R. R.....	7.75	7	424.08	.....	424.08	54.72	.....	.....
			612.00	.....	40,766.82	.....	40,766.82	.....	.....	.....
CALIFORNIA.										
176001	San Francisco, Cal., and Ogden, Utah.	Southern Pacific.....	833.88	20.40	389,997.33	86,840.00	476,837.33	467.69	.....	R. P. O. on 32.17 miles. R. P. O. on 75.96 miles. R. P. O. on 723.32 miles. 742.61 miles added. 91.27 miles nonaided
176002	San Francisco and Soledad.....	do.....	{ 110.48 32.50 }	{ 13.70 }	19,603.91	.....	19,603.91	{ 143.64 114.91 }	.....	Land grant, San José to Candelero Sta. (n. o.), 32.60 miles. Nonaided.
176003	Roseville, Cal., and Ashland, Oregon.	do.....	323.22	10.53	58,312.12	8,064.50	66,376.62	190.41	25.00	.....
176004	Petaluma and Lakeville.....	San Francisco and North Pacific Rwy.	6.22	6	265.90	.....	265.90	42.75	.....	.....
176005	Sacramento and Placerville.....	Southern Pacific.....	60.78	8.24	4,625.35	.....	4,625.35	76.10	.....	.....

176006	Sulana City and Napa Junction...	12.06	14	843.44	843.44	64.98	Nonmilled.
176007	Woodland and Graton...	9.92	7	424.08	424.08	42.75	Do.
176008	Valejo Junction (n. o.) and Callegua...	43.88	13	4,051.87	4,051.87	92.34	Do.
176009	Marysville and Oroville...	26.90	7	1,387.10	1,387.10	50.45	Nonmilled.
176010	Lathrop and Goheen...	146.78	14	31,620.90	38,278.40	215.46	Nonmilled.
176011	San Francisco and Ukiah...	112.62	11.44	15,021.25	15,021.25	193.38	Nonmilled.
176012	Stockton and Milton...	30.09	9	2,006.70	2,006.70	60.69	Do.
176013	San Pedro and Los Angeles Sta. (n. o.)	22.49	13	1,211.53	1,211.53	53.87	Nonmilled.
176014	Goheen, Cal., and Yuma, Ariz...	491.76	12.28	65,590.94	71,691.69	133.38	R.P.O. on 242.83 miles. All land grant. Nonmilled.
176015	Elmira and Runsey...	51.09	11.17	3,101.67	3,101.67	60.71	Nonmilled.
176016	San Francisco and Cazadero...	87.10	9.77	5,656.75	5,656.75	64.98	Nonmilled.
176017	Los Angeles Sta. (n. o.) and Santa Ana...	33.23	16.45	1,733.27	1,733.27	52.16	Do.
176018	Visalia and Goheen...	7.93	21	481.43	481.43	60.71	Nonmilled.
176019	Colfax and Nevada City...	22.77	14	1,713.21	1,713.21	75.24	Nonmilled.
176020	Los Angeles Station (n. o.) and Santa Monica...	17.72	14	787.83	787.83	44.46	Nonmilled.
176021	Santa Cruz and Palero...	21.47	13	934.30	934.30	43.61	Nonmilled.
176022	Dayville and Tohama...	111.77	7.59	13,761.12	13,761.12	123.12	Do.
176023	Galt and Lone...	27.90	7	1,550.67	1,550.67	55.58	Do.
176024	West Oakland Station (n. o.) and Berkeley...	6.06	23	285.53	285.53	56.43	Nonmilled.
176025	San Francisco and San Quentin...	31.83	19	933.23	933.23	42.75	Nonmilled.
176026	San Francisco and Alameda...	11.26	28.5	722.10	722.10	64.13	Nonmilled.
176027	Fulton and Guerneville...	15.31	7	654.50	654.50	42.75	Nonmilled.
176028	San Francisco and Sacramento...	140.55	19.64	18,265.87	18,265.87	129.98	{ 103.83 miles aided. 66.72 miles nonaided. 17.54 miles aided. 1.07 miles nonaided.
176029	Niles and San Jose...	18.61	27	1,002.52	1,002.52	53.87	{ 11.09 miles aided. 51.59 miles nonaided.
176030	Pacific Grove and Castroville...	19.65	13	974.44	974.44	49.59	All land grant.
176031	San Francisco and Santa Cruz...	81.64	13.14	7,748.45	7,748.45	94.91	Nonmilled.
176032	Port Costa and Lathrop...	62.58	14	13,697.51	15,251.76	218.98	Nonmilled.
176033	Citrus Station (n. o.) and Riverside...	3.90	20	396.65	396.65	101.75	All land grant.
176034	Gilroy and Tree Pines...	20.84	20	741.07	741.07	35.56	Nonmilled.
176035	Peters and Oakdale...	19.15	6	818.66	818.66	42.75	Nonmilled.
176036	Jenacio Sta. (n. o.) and S. V. R. R. Junction, (n. o.)	7.51	13	321.06	321.06	42.75	All land grant. Pay based upon a service of not less than six round trips per week. Nonmilled.
176037	National City and Oceanside...	47.96	8.24	6,928.77	6,928.77	144.50	
176038	Goheen and Alameda...	61.23	5.62	2,512.87	2,512.87	41.04	
176039	Junction (n. o.) and Glen Ellen...	19.18	13	819.94	819.94	43.75	

176068	Studebaker Station (n. o.) and Whittier.	0.69	13	285.00	285.00	42.75	
176069	Willow and Fruto	17.18	6	784.44	784.44	42.75	
176070	Alton and Scotia.	7.20	18.50	307.80	307.80	42.75	
176071	Santa Rosa and Sebastopol.	7.21	6	308.22	308.22	42.75	
176072	Martinez and San Ramon.	24.00	6	1,149.12	1,149.12	47.88	
176073	Bay Junction (n. o.) and Mill Valley.	1.75	6	74.81	74.81	42.75	
176074	Barrow and Tamecula Station.	132.98	8.4	19,215.61	19,215.61	144.50	
176075	Fresno and Pollocky.	23.70	6	623.44	623.44		
		4,532.19		808,158.89	106,187.00	914,345.89	

Pay fixed at \$923.44 per annum to June 30, 1890, and at \$930.88 from July 1, 1890, to June 30, 1894. Agreement.

Pay fixed at \$623.44 per annum to June 30, 1893, and at \$630.88 from July 1, 1893, to June 30, 1894. Agreement.

REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State and terminal.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
MAINE.						
79	North Isleboro to Belfast.....	Edward True.....	\$375.00	12	6	From July 1 to Aug. 31 each year.
80	Bath to Poplam Beach.....	Peg O. Vickery.....	100.00	12	6	{ During season of navigation from about May 1 to Nov. 30, at \$5 per round trip.
81	Bangor to Deer Isle.....	Bangor and Bar Harbor Steamboat Co.....	360.00	55	13	{ For 3½ months, from June 25 to Oct. 20.
82	Bar Harbor to Mount Desert Ferry.....	Henry F. Dowd.....	2,500.00	7.25	12	{ For 4½ months, from Oct. 21 to June 24.
83	{ Bath to Boothbay Harbor.....	{ Eastern Steamboat Co.....	{ 1,250.00	{ 16	{ 6	{ For 8 months.
84	{ Wiscasset to Boothbay Harbor.....	{ J. B. Colegrove.....	{ 16.25	{ 180	{ 1	{ \$15 per round trip.
86	Portland to Eastport.....	Fox Island and Rockland Steamboat Co.....	780.00	17	12	{ For 4 months.
88	Vinal Haven to Rockland.....	Bar Harbor and Winter Harbor Steamboat Co.....	1,985.00	7	6	{ For 4 months, from June 1 to Sept. 30, at \$4 per round trip.
92	Remis to Haines Landing.....	F. C. Barker.....	183.34	10	6	{ For 4 months, from May 25 to Sept. 30.
93	Rangley to Indian Rock.....	H. T. Kimball.....	190.00	8	6	{ For 4 months.
94	Greenville to Kineo.....	Lemuel Nichols.....	764.00	20	6	{ For 6 months, from May 16 to Nov. 15 by steamboat and by "Star," from Nov. 16 to May 15.
97	Chebeague Island to Portland.....	Henry P. Dewey.....	800.00	11	6	{ For 9 months.
98	Portland to Cousins Island.....	Honore B. Soule.....	200.00	9	6	
100	Eastport to Lubec.....	Bion M. Pike.....	1,200.00	3	12	
			11,103.84	378.50		
NEW HAMPSHIRE.						
1095	Georges Mills to Lake Sunapee Station (n. o.).....	Woodsam Steamboat Co.....	96.00	9.50	6	{ For 3 months.
1096	Alton Bay to Center Harbor.....	Boston and Maine Railroad Co.....	1,368.00	{ 10	6	{ From June 21 to Oct. 31, \$16 per round trip three times a week over whole route, and \$8 per round trip, three times a week between Alton Bay and Wolfboro.
1099	The Weirs to Wolfboro.....	Winnipisseegees Steamboat Co.....	700.00	30	6	{ From June 1 to Oct. 20.
			2,163.00	67.50		
MASSACHUSETTS.						
3096	Vineyard Haven to Railroad Station (n. o.), at Woods Holl.....	West Chop Steamboat Co.....	250.00	6	18	{ For 4 months, from June 1 to Sept. 30.
3097	Woods Holl to Nantucket.....	{ New Bedford, Martha's Vineyard and Nantucket Steamboat Co.....	7,875.00	34	12	{ For 6 months, from May 1 to Oct. 31.
3098	New Bedford to Nantucket.....	W. H. Smith.....	600.00	6	6	{ For 6 months, from Nov. 1 to Apr. 30.
					13	{ For 3 months, from June 21 to Sept. 20.

3099	New Bedford to Cuttyhunk.....	do	1,500.00	14	{	6	For 3 months, from June 15 to Sept. 14.
3100	New Bedford to Edgartown.....	New Bedford, Martha's Vineyard and Nantucket Steamboat Co.	3,000.00	30	{	1	For 9 months, from Sept. 15 to June 14.
					{	6	The year round on 30 miles; 19 additional trips per week from June 28 to Sept. 10 on 23 1/2 miles.
			13,235.00	90			
4097	Rhode Island.						
	Block Island to Newport.....	George W. Conley and Martin V. Ball.....	2,666.66	30	{	6	For 4 months, from June 1 to Sept. 30.
4098	Watch Hill to Railroad Station (n. o.), at Stonington, Conn.	Henry L. Ripley.....	214.00	5	{	3	For 8 months, from Oct. 1 to May 31.
					{	18	For 2 1/2 months, from June 20 to Sept. 15, at \$1 per round trip.
4100	Newport to Wickford Junction (n. o.).	{Newport and Wickford Railroad and Steamboat Co.	9,000.00	15	{	26	For 5 months, from June 1 to Oct. 31.
					{	18	For 7 months, from Nov. 1 to May 31.
			11,880.66	50			
5099	CONNECTICUT.						
	Norwich to New London.....	Norwich and New York Transportation Co.	52.00	13.50	{	1	For 6 months, at \$2 per trip.
	NEW YORK.						
7577	Brooklyn, N. Y., to Jersey City, N. J.	Brooklyn Annex Co	2,500.00	3.56	{	36	
7578	Sag Harbor, N. Y., to New London, Conn.	Elias F. Morgan.....	3,000.00	37	{	6	From Mar. 15 to Nov. 20.
7579	Penn Yan to Hammondsport.....	Crooked Lake Navigation Co	175.00	23	{	6	From Mar. 15 to Dec. 15.
7580	Cauandigua to Naples.....	James McKechnie.....	500.00	21	{	6	From Apr. 1 to Dec. 10.
7587	Geneva to Watkins.....	W. B. Catching.....	2,990.00	42	{	6	Including all side service.
7589	Lake George to Fort Ticonderoga (n. o.).	Lake George.....	1,650.00	40.75	{	6	From June 1 to Oct. 20.
7590	Plattsburg, N. Y., to Burlington, Vt.	do.....	1,500.00	24	{	6	During season of navigation (about 9 months).
7724	Fishers Island, N. Y., to New London, Conn.	Charles E. Nash.....	1,000.00	9	{	12	For 4 months.
7743	Port Henry, N. Y., to Chimney Point, Vt.	Port Henry Steam Ferry Co.....	355.00	2.25	{	3	Do.
7750	Clayton to Alexandria Bay.....	Thousand Island Steamboat Co.....	750.00	12	{	6	From Sept. 7, 1891, to June 30, 1892.
					{	14	Or as much oftener as boats run. From May 1 to Oct. 31, 1892.
			14,420.00	214.56			
10085	MARYLAND.						
	Baltimore to Washington, D. C.....	{Maryland and Virginia Steamboat Co., C. R. Lewia, general manager.	1,959.72	289	{	3	Mar. 1 to Sept. 30.
10086	Baltimore to Rock Hall.....	Chesler River Steamboat Co., Geo. Warfield, president.	150.00	20	{	2	Oct. 1 to Feb. 28.
10090	Washington, D. C., to Colonial Beach, Va.	J. B. Colegrove.....	389.00	75	{	3	And 6 when boats run that frequently.
					{	3	June 1 to Sept. 30.

* June 1 to September 30. † Read due.

D.—Steamboat service in operation on the 30th of June 1892—Continued.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
MARYLAND—continued.						
10091	Washington, D. C. to Glymont.	Thomas Adams.	\$2,130.00	Miles. 30	6	
10092	Baltimore to Chestertown.	Chester River Steamboat Co., Geo. Warfield, president.	750.00	58	3	
10093	Baltimore to Benedict.	Henry Williams.	2,500.00	122.50	2	Or as much oftener as boats may run.
10094	Baltimore to Freeport, Va.	The Maryland Steamboat Co., Howard B. Ensign, president.	1,910.34	207.75	2	Do.
10095	Baltimore to Cambridge.	Cloptank Steamboat Co., E. S. Johnson, president.	725.00	96.75	6	
10096	Baltimore to West Point, Va.	Baltimore, Chesapeake and Richmond Steamboat Co., R. Foster, general manager.	3,000.00	192	{	3 Dec. 1 to Feb. 28. Mar. 1 to Nov. 30.
10097	Baltimore to Salisbury.	Maryland Steamboat Co., Howard B. Ensign, president.	900.00	137	{	1 Jan. 1 to Feb. 28. 3 Mar. 1 to Dec. 31.
10098	Baltimore to Tolchester Beach.	Tolchester Steamboat Co., J. M. Nandain, secretary.	410.53	25	{	6 June 1 to Sept. 15. 2 To Crisfield, 115 miles. } May 1 to Dec. 31. 2 The residue, 123.50. } 1 The residue. } Jan. 1 to Apr. 30.
10100	Baltimore to Wilsons Wharf (n. o.)	Eastern Shore Steamboat Co., Willard Thompson, superintendent.	3,600.00	238.50	{	
VIRGINIA.						
11093	Exmore to Broadwater.	Andrew Easley.	292.00	20	3	
11094	Portsmouth to Cape Charles.	A. J. Cassatt.	14,971.62	43.50	13	
11095	Newport News to Norfolk.	W. B. Thompson.	3,000.00	13	14	
11096	Franklin City to Chincoteague Island.	W. H. Smith.	1,000.00	7	6	
11097	Norfolk to Baltimore.	Baltimore Steam Packet Co., J. M. Robinson, president.	9,000.00	181	6	
11098	Norfolk to Thompsons Wharf (n. o.)	Old Dominion Steamship Co., W. H. Stanford, vice-president.	1,200.00	71	3	
11099	Norfolk to Richmond.	Virginia Steamboat Co., Irwin Welsiger, secretary.	4,000.00	132.50	3	
11100	Fredericksburg to Baltimore, Md.	Henry Williams.	6,000.00	268.70	{	2 To Tappahannock 68 miles. 3 The residue, 193.70 miles.
			33,463.62	734.70	3	

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REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips per week.	Remarks.
MISSISSIPPI.						
18097	English Lookout, La., to Gainesville...	J. R. Pigg.....	\$1,490.00	Miles. 25.50	6	
TENNESSEE.						
19094	London to Kingston.....	Hugh Martin.....	800.00	23.00	6	
KENTUCKY.						
20035	Paducah to Waterloo, Ala.....	The Evansville, Paducah and Tennessee River Packet Co., H. M. Sweetzer, president.	2,631.77	243.00	2	
20098	Louisville to Evansville, Ind.....	Louisville and Evansville Mail Co., W. W. Hite, president.	13,500.00	210.25	6	
20099	Evansville to Paducah.....	G. J. Grammer.....	10,000.00	145.50	6	
MICHIGAN.						
			26,131.77	598.75		
37002	Charlevoix to East Jordan.....	Frank H. Ranney.....	296.40	15.25	6	May 15 to Nov. 15.
37003	Ludington to Milwaukee, Wis.....	Plint and Pere Marquette Railroad Co., Sanford Keeler, superintendent.	2,250.62	98.00	6	May 15 to Oct. 31.
37004	Harbor Springs to St. James.....	Northern Michigan Line, S. S. Burke, agent.	1,300.00	35.00	3	Apr. 1 to Nov. 30.
37005	Cheboygan to Detour.....	W. R. Owen.....	910.00	40.00	3	Do
37007	St. Ignace to Hessel.....	Martin Jamieson.....	132.00	18.00	6	May 15 to Oct. 15.
WISCONSIN.						
			4,899.22	207.25		
38001	Milwaukee to Grand Haven, Mich....	Detroit, Grand Haven and Milwaukee Railway Co., W. J. Spicer, gen'l mgr.	1,310.00	85.00	6	May 1 to Sept. 30, 1892.
38002	Green Bay to Sturgeon Bay.....	H. W. Hart.....	156.00	51.25	6	May 1 to Oct. 31.
MINNESOTA.						
			1,466.00	156.25		
41001	Two Harbors to Grand Marais.....	A. Booth Packing Co.....	680.00	87.00	2	Aug. 24 to Oct. 31, 1891, and May 13 to June 30, 1892.

MISSOURI.		Theodore C. Zeigler.....		6,000.00	298.50	3
45099	Calva, Ill., to Memphis, Tenn.....					
ARKANSAS.						
47096	Memphis, Tenn., to Ashport, Tenn.....	Robert E. Lee.....		7,450.00	120.00	3
47097	Memphis, Tenn., to Helena.....	James Lee.....		5,975.00	114.00	3
47098	Memphis, Tenn., to Arkansas City.....	John D. Adams.....		9,000.00	242.25	2
47099	Arkansas City to Greenville, Miss.....	C. M. Chambers.....		3,000.00	45.00	3
47100	Greenville, Miss., to Vicksburg, Miss.....	Robert E. Lee.....		7,450.00	171.00	3
				32,875.00	692.25	
LOUISIANA.						
49001	Buras to Port Eads.....	Chas. C. Buck.....		4,205.00	87.33	6
49003	Lake Charles to Cameron.....	W. H. Cline and S. E. Pendleton.....		2,150.00	55.00	3
49004	Jonesville to Toledo.....	Jacob R. Latus.....		2,975.00	53.00	3
49005	New Orleans to Grand Isle.....	John F. Kranz.....		1,200.00	89.00	1
49006	New Orleans to Port Vincent.....	Frank Williams.....		2,500.00	99.00	2
49007	Natchez, Miss., to Vicksburg, Miss.....	Louis A. Young.....		7,773.00	415.25	2
49008	Natchez, Miss., to Bayou Sara.....	Thomas Prince.....		7,400.00	130.62	3
49099	Baton Rouge to Bayou Sara.....	Jno. H. Mossop.....		3,900.00	40.50	6
				32,158.00	619.70	
TEXAS.						
50100	Houston to Bay View.....	Leon F. Allen.....		1,000.00	30.00	3
WASHINGTON.						
71076	Seattle to Union City.....	D. Troutman.....		1,350.00	112.00	3
71077	Olympia to Shelton.....	J. B. Shelton.....		2,900.00	28.00	6
71078	Tacoma to Allyn.....	C. A. Call.....		1,482.00	43.00	6
71082	Port Townsend to Sitka.....	Pacific Coast Steamship Co., Charles Goodall, president.....		18,000.00	1,050.00	Twice a month.
71083	Port Madison to Poulsbo.....	J. B. Colegrove.....		711.00	10.00	3
71084	Portland to Cascades.....	Oregon Railway and Navigation Co., W. S. Ladd, vice-president.....		3,600.00	54.00	3
71085	Seattle to Seattle.....	J. B. Colegrove.....		2,584.96	34.74	6
71086	Seattle to Port Blakely.....	do.....		690.00	8.25	6
71087	Sealand to Willapa.....	George H. Emerson.....		4,750.00	41.00	6
71088	Cosmopolis to Petersons Point (n. o.).....	do.....		2,103.10	20.00	6
71089	Tacoma to Tacoma.....	J. B. Colegrove.....		1,687.47	32.88	6
71090	Tacoma to Seattle.....	C. C. McCoy.....		2,490.00	64.00	3
71092	Hoquiam to Bamon.....	C. C. McCoy.....		\$1,180.00	15.00	2
71095	Port Townsend to Neab Bay.....	C. C. McCoy.....		10,661.01	91.00	6
						On 8.75 miles. On 24.13 miles. On 26 miles. On 55 miles.

REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State and termini.	Name of contractor.	Annual pay.	Length of route.	Trips of week.	Remarks.
	WASHINGTON—continued.			<i>Miles.</i>		
71087	Port Townsend to New Whatcom	James Morgan and Winfield Mann	10,085.66	119.13	3	With 7 additional trips, omitting intermediate points.
71088	Seattle to Port Townsend	H. F. Jackson	10,288.56	71.00	6	
71100	Port Townsend to Hadlock	J. B. Colegrove	642.00	6.50	6	
			75,165.76	1,801.50		
	OREGON.					
73099	Myrtle Point to Bandon	N. J. Cornwall	1,297.00	30.00	6	
73100	Portland to Astoria	{ Oregon Railway and Navigation Co., W. S. Ladd, vice-president.	{ 109.04 12,000.00	{ 41.35	6 3	
			13,297.00	189.39		
	CALIFORNIA.					
76097	Tahoe to Tahoe	Melville Livingston and F. P. Holt	3,885.89	39.50	6	For 6 months. Do.
76098	Eureka to Arcata Wharf (n. o.)	V. Zamba, manager Arcata and Mad River R. R. Co.	1,000.00	4.00	3	
76099	San Francisco to Eureka	Pacific Coast Steamship Co., Charles Goodall, president.	6,000.00	235.00	12	
76100	San Francisco to Sacramento	C. J. Wilder	6,000.00	115.50	1	
			16,885.89	394.00	6	
	ALASKA.					
78099	Sitka to Unalaska (n. o.)	North American Commercial Co., Lloyd Tevis, president.	10,465.00	1,250.00		One trip a month during 7 months of each year.



E.—Increase and decrease in star, steamboat, railroad, mail-messenger,

States.	Star.						Steamboat.	
	Length of routes.		Annual rate of expenditure.		Number of miles traveled per annum.		Length of routes.	
	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.	Miles.	Miles.
Maine	92.38		3,407.14		66,612.42		23	
New Hampshire	3.89		2,504.04		64,617.04			7.50
Vermont		8.70	822.62		19,985.68			
Massachusetts	21.22		1,071.84		19,587.92		6	
Rhode Island	5.20		12.77		2,188.15			
Connecticut	2.82		771.57		7,973.68		50	
New York	89.67		7,645.15		150,405.84		13.25	
New Jersey		21.79	430.15			13,703.88		
Pennsylvania	62.57		8,481.16		75,720.32			
Delaware	11.89		529.41		15,349.36			
Maryland		28.88	990.90			5,307.02	319	
Virginia	226.74		8,124.36		149,064.54			22.30
West Virginia		162.55		164.39		47,837.76		
North Carolina	46.26		1,966.35		22,847.76			3.95
South Carolina	82.71		2,065.01		47,568.56			
Georgia	174.74		4,524.43		95,607.84			2
Florida		20.68	1,333.01		16,099.24			12.75
Alabama	20.56		2,069.45		50,311.84			
Mississippi	313.37		5,376.52		106,162.70			171
Tennessee		43.86	2,778.14		29,958.03			
Kentucky	244.36		6,940.06		118,852.24			
Ohio	131.82		511.96		343,998.78			
Indiana	63.45			4,876.13	176,089.12			
Illinois	93.96		12,695.58		356,319.43			
Michigan	298.35			3,073.80	252,666.02			230.75
Wisconsin	106.34			1,455.42	239,880.99		1.25	
Minnesota	217.94		1,830.63		204,158.23		87	
Iowa	46.44			2,863.07	183,763.15			
Missouri	312.62			8,136.66	413,438.02		125.50	
Arkansas	265.03		8,511.27		186,080		6.25	
Louisiana	15.45		2,082.28		44,385.88			12.80
Texas	563.53		19,387.73		327,840.88			
Indian and Oklahoma Territories	524.49		10,379.15		194,326.06			
Kansas		261.26		2,018.58		68,089.38		
Nebraska	227.90		4,438.47		97,282.64			
South Dakota	397.37		6,905.98		101,658.06			
North Dakota	244.91		6,759.83		108,079.92			
Montana	235.34		7,018.57		71,731.88			
Wyoming	201.41		7,958.13		92,150.94			
Colorado		49.32	509.34		19,392.62			
New Mexico	71.06		2,006.81		44,513.84			
Arizona	147.88		4,183.27		17,073.56			
Utah	85.30		1,666.36		10,174.96			
Idaho	100.58		7,013.77		78,012.92			
Washington	124.21		11,750.62		88,431.20			107
Oregon	291.40		14,040.53		193,779.66		34.89	
Nevada		20.27	1,827.56		17,682.16			
California	320.64		20,816.80		280,473.64			12.50
Alaska							1,250	
Total	6,494.46	617.31	214,249.74	18,188.05	5,208,298.36	134,908.94	1,866.64	582.05
Net increase	5,877.15		196,561.69		5,073,389.42		1,284.59	
Net decrease								

and special-office service during the year ended June 30, 1892.

Steamboat.				Railroad.					
Annual rate of expenditure.		Number of miles traveled per annum.		Length of routes.		Annual rate of expenditure.		Number of miles traveled per annum.	
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Dollars.	Dollars.	Miles.	Miles.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.
	263.33	8,510.32		29.82		485.33		18,398.56	
	639.00		3,822		2.37		408.94	17,330.84	
2.50		3,744		12.95		520.86		7,092.92	
	10.00		53	10.40	4.63	432.26		89,878.38	
11.05		9,436				3,326.65		6,527.04	
				21.48		209,580.09		10,400.62	
				90.60		55,820.37		281,997.01	
				224.07		155,697.68		229,472.09	
2,108.72		87,692.32						824,044.90	
			5,588.80	87.12		740.02		28,242.87	
				85.87		9,535.85		48,644.42	
				149.53		4,903.66		95,004.66	
2.78			800.80	70.71		3,209.78		36,675.21	
	50.00		1,248	88.99		1,639.38		50,536.09	
634.48		4,771.52		330.69		8,027.35		199,764.40	
				22.93		972.74		27,166.88	
	1,388.83		177.84		10.12	11,112.66			14,489.75
					.04		12.73	13,603.88	
				164.02		3,216.84		99,550.93	
				83.19		1,747.81		49,840.54	
								43,515.62	
				84.71		278,343.11		41,609.70	
				59.06		53,449.42		3,096,550.70	
	3,178.00		88,062	2.97		310,424.55			293,137.42
		2,320		14.72		1,254.82		1,617,972.04	
21.00		5,916		110.44		138,306.90		1,054,879.17	
680.00				290.65		132,249.47		823,222.54	
	1,000.00	39,156			186.14	162,048.45		1,030,248.05	
				66.95		283,409.98			
		3,016		36.18		1,195.36		21,350.28	
6,799.98			11,924.64	108.00		2,245.80		67,355.87	
				134.69		5,154.10		71,011.24	
				29.81		845.72		18,475.30	
				25.74		2,031.84		59,929.12	
				135.26		23,278.87		94,629.87	
				13.75		8,475.09		8,715.43	
					10.52		2,721.83		8,509.03
				67.99		11,103.07		88,806.54	
				76.79		6,595.00		98,139.08	
				217.72		10,660.68		134,810.67	
				35.70		1,104.00			191.22
				84.79		6,395.44		36,445.02	
	8,761.24		69,293.12	37.75		3,066.21		22,780.08	
		20,726.16		198.77		22,740.03		122,424.80	
			7,696	46.47		2,850.23		29,126.47	
									23
10,465.00		17,500		21.97		1,772.32		19,196.72	
15,267.98	22,062.28	202,788.32	206,901.16	3,271.86	213.82	1,945,958.79	3,143.50	11,328,027.37	316,418.2
				3,058.04		1,942,815.29		11,011,609.05	
6,814.30			4,112.84						

special-office service during the year ended June 30, 1892—Continued.

Special office.		Summary by totals.					
Number of miles traveled per annum.		Total length of routes.		Total annual rate of expenditure.		Total number of miles traveled per annum.	
Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.	Increase.	Decrease.
Miles.	Miles.	Miles.	Miles.	Dollars.	Dollars.	Miles.	Miles.
	15,497.04	100.77		4,257.14		114,463.62	
	12.48		6.28	2,993.10		102,516.34	
	2,692.56		2.10	1,503.84		29,991	
	15,050.88		13.19	7,817.75		105,373.00	
	1,220.96	8.14			7.23	10,619.91	
1,762.80		14.40		7,381.82		26,619.50	
63,697.92		1,723.82		220,961.06		578,675.41	
12,064.00		106.66		59,862.52		387,759.11	
12,979.20		350.71		169,575.92		1,008,514.04	
3,536		21.43		725.42		26,181.84	
7,410		356.78		3,249.64		142,624.39	
	35,112.48	183.64		20,509.44		184,544.47	
31,278		97.66		6,615.02		159,022.46	
	7,878	81.59		6,784.39		44,329.47	
25,411.36		125.70		4,520.53		127,810.17	
	42,079.44	369.20		12,794.68		257,279.45	
1,834.16		148.02		3,003.73		50,393.36	
18,564		100.47		12,837.06		49,163.07	
	48,490	113.90		4,760.00		54,565.68	
	21,424	35.20		8,194.15		137,361.08	
37,752		516.98		9,555.74		218,618.22	
3,276		228.25		281,957.40		512,000.80	
16,302		168.04		48,640.78		376,511.90	
	5,694	94.29		330,513.91		3,473,642.97	
	86,614		109.72		2,874.63		157,625.31
	43,104.88	173.29		140,391.73		1,828,332.43	
	61,067.92	506.08		135,907.58		1,814,983.30	
	20,124		211.35	161,141.53		883,355.17	
	19,368	309.38		280,204.29		1,503,578.46	
54,496		303.32		10,048.40		274,044.08	
134,654		435.43			979.90	238,245.30	
	60,346	108.29		24,061.33		344,330.74	
8,424		582.04		11,565.17		221,280.74	
291			231.25	2,517.91		21,073.06	
	43,478.50	135.27		28,583.04		157,763.05	
985		389.48		15,006.82		104,164.69	
	11,200.64	186.81		4,282.90		89,091.51	
416		520.15		17,193.14		164,833.62	
11,622		353.35		14,769.13		201,389.86	
	38,317.76	77.39		13,969.32		135,439.81	
	7,098	61.86		3,050.81		37,216.22	
5,226		29.49		4,479.27		22,440.14	
	5,096		7.87	9,965.55		55,628.10	
	18,707.52	19.54		10,440.83		85,534.58	
	73,658	32.43		30,281.56		83,298.76	
	75,322	154.83		21,455.16		180,494.81	
20,384		189.46		1,686.56		37,586.78	
	41,745.80	329.89		24,020.12		348,254.20	
	50,674	700		10,465.00			32,665.32
472,365.44	851,104.66	9,845.43	1,281.76	2,204,402.30	3,861.76	17,011,540.23	190,290.63
		8,563.67		2,200,540.54		16,821,249.60	
	378,739.22						

REPORT OF THE POSTMASTER-GENERAL.

States.	Star routes.				Railroad routes.				Steamboat routes.				Totals for the year.			
	Deduct-ions.	Remis-sions.	Fines.	Remis-sions.	Deduct-ions.	Remis-sions.	Fines.	Remis-sions.	Deduct-ions.	Remis-sions.	Fines.	Remis-sions.	Deduct-ions.	Remis-sions.	Fines.	Remis-sions.
Alabama	\$2,328.46	\$108.51	\$409.80	\$4.50	\$3,304.19	\$1,440.98	\$441.32	\$178.21					\$5,632.65	\$1,549.49	\$851.12	\$182.71
Alaska	57.68			1.50	2,318.11	1,367.19		100.00					57.68			
Arkansas	1,483.00	10.54	144.83	1.50	2,318.11	1,367.19		100.00					4,293.50	1,377.73	608.83	101.50
Arizona	211.26				4,991.95	523.47	2.00						6,438.51	1,909.53	827.96	412.20
California	1,437.78	42.01	221.50		2,360.65	1,964.29	119.00						3,296.36	1,909.08	158.50	2.00
Colorado	1,905.71	2.79	39.50	2.00	2,360.65	1,964.29	119.00						6,438.51	1,909.53	827.96	412.20
Connecticut	21.47				2,360.65	1,964.29	119.00						6,438.51	1,909.53	827.96	412.20
Dakota, North	1,186.63	4.15	49.08		5,505.68	9.12	1.00						5,505.68	9.12	1.00	
Dakota, South	1,130.29	122.95	45.50		4,279.62	69.46	4.00						5,505.68	9.12	1.00	
Delaware	27.72												27.72			
Florida	452.51				511.71	1.06	7.96	6.96					2,521.73	1.06	121.96	6.96
Georgia	1,239.44	109.38	521.30	43.00	6,384.98	1,950.02	636.88	134.15					7,763.03	2,069.40	1,183.16	177.15
Idaho	703.51				41.63								745.14		40.00	
Illinois	323.32				37,232.36	18,822.89	143.06	346.44					37,555.68	18,822.89	668.66	439.44
Indiana	134.91	2.96	125.50	1.50	18,513.21	7,471.05	3,354.46	957.13					18,648.12	7,471.05	3,479.96	958.63
Indian and Oklahoma Territories	1,390.86	3.00	26.50		14.66								1,405.52	3.00	26.50	
Iowa	521.38	53.49	49.00	.50	2,371.17	779.24	188.76	10.14					2,892.55	779.79	227.78	10.64
Kansas	953.17	3.60	28.94		2,480.75	1.00		1.00					2,484.35	2.60	28.94	1.00
Kentucky	1,707.42	25.74	563.40	31.65	9,643.55	6,262.58	27.30						13,253.81	6,262.58	783.14	41.65
Louisiana	1,111.65	4.95	745.39		631.74	8.61	2.00	18.97					2,329.41	13.56	1,952.72	21.47
Maine	410.54	2.70	52.00										2,557.03	2.70	52.00	
Maryland	198.53	17.20	263.47	15.00	7,746.26	3,908.10	1,320.00	1,224.04					3,940.93	1,616.69	1,265.26	
Massachusetts	100.32	1.26	17.00		1,027.70	104.22							2,280.28	1.26	17.00	
Michigan	392.02	28.83	90.12		2,161.29	1,545.48	67.39	52.00					3,553.81	1,574.41	210.01	50.00
Minnesota	300.40	12.51	10.50		6,070.37	111.42	189.13						5,370.77	123.73	149.63	52.00
Mississippi	2,036.82	33.86	110.32		1,338.10	873.87	34.85	21.88					3,374.92	517.53	145.17	21.88
Missouri	1,433.35	36.80	184.38		17,874.89	9,669.79	442.18	4.20					19,465.93	11,025.59	681.18	4.20</

Texas.....	2,903.03	91.79	190.00	4,134.73	194.33	317.21	14.24	7,090.75	378.09	507.31	14.24
Trial.....	283.01		39.00	240.83	41.15	19.09		528.84	41.15	59.00	
Virginia.....	37.91	2.78	5.50	101.58		1.00		239.86	2.78	4.50	
Washington.....	1,731.86	21.88	101.50	10,825.46	5,411.09	2,798.25	2,561.08	12,490.84	5,432.47	2,931.75	2,001.06
West Virginia.....	844.80	25.43	67.50	3,744.49	474.36	38.50		4,905.51	518.23	181.09	
Wisconsin.....	2,930.50	89	189.30	3,338.61	569.68	3,051.15	606.49	3,209.11	570.57	8,240.48	699.99
Wyoming.....	312.04	38.85	95.00	2,481.49	1,395.07	13.00		2,793.53	1,431.43	108.00	2.00
	1,486.10	66.28	68.00	463.56	1,445.43	1.00		1,949.66	510.71	69.00	
Total.....	42,918.92	1,166.15	9,401.15	304,152.90	129,977.39	42,525.43	16,508.19	98,723.31	131,187.51	53,295.55	16,911.06

RECAPITULATION.

	Service:		Deductions.		Remissions on deductions.		Fines.		Remission on fines.	
Railroad.....			\$290,997.12		\$129,977.39		\$42,525.43		\$16,508.19	
Star.....			42,918.92		1,166.15		9,401.15		304.15	
Steamboat.....			7,985.89		43.97		1,368.97		98.72	
Mail messenger.....			1,091.52		20.55		1,512.39		17.75	
Postal clerks.....			3,165.45		5.63					
Total.....			336,168.90		131,213.69		54,807.94		16,928.81	
Net.....			204,945.21				37,879.13			
Net deductions and fines.....			242,824.34							

G.—Mail service as in operation June 30, 1891, and June 30, 1892, showing increase and decrease, and percentage of increase and decrease from June 30, 1891, to June 30, 1892.

Items.	June 30, 1891.	June 30, 1892.	Increase from June 30, 1891, to June 30, 1892.	Decrease from June 30, 1891, to June 30, 1892.	Percentage of increase from June 30, 1891, to June 30, 1892.	Percentage of decrease from June 30, 1891, to June 30, 1892.
STAR SERVICE.						
Number of routes	16,410	17,625	1,215		7.40	
Length of routes (miles)	287,845.53	242,722.68	5,877.15		2.47	
Annual rate of expenditure	\$5,380,266.39	\$5,596,328.09	\$196,061.69		3.63	
Number of miles traveled per annum	99,687,954.08	104,761,343.50	5,073,389.42		5.09	
Rate of cost per mile traveled (cents)	5.40	5.33		.07		1.29
Rate of cost per mile of length	\$22.70	\$22.92	\$0.22			.97
Average number of trips per week	4.03	4.13	10		2.48	
REGULATION WAGON SERVICE (included in star service).						
Number of routes	36	36				
Length of routes (miles)	518.93	567.30	48.37		9.32	
Annual rate of expenditure	\$452,568.14	\$474,000.14	\$21,432.00		4.73	
Number of miles traveled per annum	1,995,212.66	2,106,991.16	111,778.50		5.60	
Rate of cost per mile traveled (cents)	22.68	22.49		.19		.83
Rate of cost per mile of length	\$872.11	\$835.53		\$36.58		4.19
Average number of trips per week	36.96	35.71		1.25		3.38
STAR SERVICE (omitting regulation wagon service).						
Number of routes	16,374	17,589	1,215		7.41	
Length of routes (miles)	237,326.60	243,155.38	5,828.78		2.45	
Annual rate of expenditure	\$4,937,698.25	\$5,112,327.85	\$174,629.59		3.53	
Number of miles traveled per annum	97,692,741.42	102,654,352.34	4,961,610.92		5.07	
Rate of cost per mile traveled (cents)	5.05	4.98		.07		1.38
Rate of cost per mile of length	\$20.80	\$21.02	\$0.22		1.05	
Average number of trips per week	3.95	4.05	10		2.52	
STEAMBOAT SERVICE.						
Number of routes	124	131	7		5.64	
Length of routes (miles)	9,426.67	10,711.26	1,284.59		13.62	
Annual rate of expenditure	\$443,853.94	\$437,039.64		6,814.80		1.53
Number of miles traveled per annum	3,231,170.73	3,227,057.89		4,112.84		.13
Rate of cost per mile traveled (cents)	13.73	13.54		.19		1.38
Rate of cost per mile of length	\$47.08	\$40.80		\$6.28		13.33
Average number of trips per week	3.29	2.89		40		12.15
MAIL-MESSENGER SERVICE.						
Number of routes	6,918	7,122	204		2.94	
Length of routes (miles)	5,421.95	5,611.69	189.94		3.50	
Annual rate of expenditure	\$1,063,792.25	\$1,152,270.11	\$88,477.86		6.31	
Number of miles traveled per annum	9,986,158.36	11,105,261.55	1,119,103.19		11.20	
Rate of cost per mile traveled (cents)	10.85	10.37		.48		4.43
Rate of cost per mile of length	\$199.88	\$205.32	\$5.44		2.72	
Average number of trips per week	17.71	19.02	1.31		7.39	

G.—Mail service as in operation June 30, 1891, and June 30, 1892, etc.—Continued.

Items.	June 30, 1891.	June 30, 1892.	Increase from June 30, 1891, to June 30, 1892.	Decrease from June 30, 1891, to June 30, 1892.	Percentage of increase from June 30, 1891, to June 30, 1892.	Percentage of decrease from June 30, 1891, to June 30, 1892.
RAILROAD SERVICE.						
Number of routes.....	2,261	2,415	154		6.81	
Length of routes (miles).....	159,518	162,576.04	3,058.04		1.90	
Annual rate of expenditure:						
For transportation.....	\$22,398,868.66	\$24,196,329.71	\$1,797,461.05		8.02	
For railway post-office cars.....	2,784,845.16	2,930,109.40	145,354.24		5.22	
For transportation and railroad post-office cars combined.....	\$25,183,713.82	\$27,126,529.11	\$1,942,815.29		7.71	
Number of miles traveled per annum.....	228,719,900.12	239,731,509.17	11,011,609.05		4.81	
Rate of cost per mile traveled:						
For transportation (cents).....	9.79	10.09	.30		3	
For transportation and railway p. o. cars combined (cents).....	11.01	11.31	.30		2.72	
Rate of cost per mile of length:						
For transportation.....	\$140.41	\$148.88	\$8.42		5.99	
For transportation and railway p. o. cars combined.....	\$157.87	\$166.85	\$8.98		5.68	
Average number of trips per week.....	13.78	14.17	.39		2.83	
SPECIAL OFFICE SERVICE.						
Number of routes.....	2,539	2,549	10		.39	
Length of routes (miles).....	26,815.11	24,969.06		1,846.05		6.88
Annual rate of expenditure.....	\$47,926.26	\$44,698.44		\$3,227.82		6.73
Number of miles traveled per annum.....	4,641,262.12	4,262,522.90		378,739.22		8.16
Rate of cost per mile traveled (cents).....	1.03	1.04	.01		.97	
Rate of cost per mile of length.....	\$1.78	\$1.79	\$0.01		.56	
Average number of trips per week.....	1.66	1.64		.02		1.20
RAILWAY POST-OFFICE CLERKS.						
Number of clerks.....	6,032	6,417	385		6.38	
Annual rate of expenditure.....	\$6,069,074	\$6,480,684	\$411,610		6.78	
MAIL EQUIPMENTS.						
Mail bags, mail-bag catchers, etc.....	\$274,732.51	\$259,928.19		\$14,804.32		5.38
Mail locks and keys, etc.....	49,785.98	44,805.62		4,980.36		10
Repairshop for mail equipments.....	6,500	6,474.89		25.11		.38
Total annual rate of expenditure.....	\$331,018.49	\$311,208.70		\$19,809.79		5.98
NECESSARY AND SPECIAL FACILITIES ON TRUNK LINES.						
Annual rate of expenditure.....	\$295,421.78	196,614.16		\$98,807.62		33.44
RECAPITULATION.						
Total number of routes.....	28,252	28,842	1,500		5.62	
Total length of routes (miles).....	439,027.26	447,590.93	8,563.67		1.95	
Total annual rate of expenditure.....	\$38,845,066.93	\$41,335,372.25	\$2,490,305.31		6.41	
Total number of miles traveled per annum.....	346,266,445.41	363,087,695.01	16,821,249.60		4.85	
Rate of cost per mile traveled (cents).....	11.21	11.88	.17		1.51	
Rate of cost per mile of length.....	\$88.47	\$92.85	\$3.88		4.38	
Average number of trips per week.....	7.58	7.80	.22		2.90	

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in States routes in other States and Territories; the readjustment of the rates based upon returns mails and railway post-office clerks, and the number of trips per week, in accordance with

[Abbreviations: r. p. o., railway post-office; apt.,

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	VERMONT.		Miles.	Pounds.		Feet and inches.	
103001	Wilmington, Vt., Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.	24.45	168 13		no apt	6
	MASSACHUSETTS.						
104085	Montvale Junction (n. o.), Stoneham.	Boston and Maine R. R.	2.52	332 12		no apt	9
	NEW YORK.						
107108	Binghamton, Buffalo.	Delaware, Lacka- wanna and West- ern R. R.	203.55	2,392 35		apt. 20.9 by 9.9, 1 l ...	25.27
	PENNSYLVANIA.						
110202	Challenge, Brockway- ville.	New York, Lake Erie, and Western R. R.	8.86	76 12		no apt	6
110204	Gettysburg, Pa., Highfield, Md.	Western Maryland R. R.	22.60	998 21		...do	12
110205	New Holland, Cones- toga Junction (n. o.).	Pennsylvania R. R.	11.03	495 20		apt. 8 by 6.9, 1 l	12
110206	Junction (n. o.), Whit- ney.	...do	1.42	33 10		no apt	12
	VIRGINIA.						
114005	Newport News, Huntington, W. Va.	Chesapeake and Ohio Rwy.	497.54	7,630 30		r. p. o., 50 by 9, 1 l, Gordonsville and Huntington, 345 m. (40 feet authorized.) apt. 25 by 9, 1 l.	22.70
114043	Graham, Norton	Norfolk and West- ern R. R.	100.06	768 23		apt. 22.10 by 8.8, 1 l.,	6.37
114051	Norton, Cumberland Gap, Tenn.	Louisville and Nash- ville R. R.	71.26	379 17		apt. 16 by 9.6, 1 l	6.28
114052	Allisonia, Sylvatus ..	Norfolk and West- ern R. R.	11.51	60 13		no apt	6
114053	Bessemer, Craig City.	Chesapeake and Ohio Rwy.	26.63	198 11		...do	12
	WEST VIRGINIA.						
116029	New Cumberland Junction (n. o.), New Cumberland.	Pittsburg, Cincin- nati, Chicago and St. Louis Rwy.	7.69	314 15		...do	21
116030	Weston, Sutton	West Virginia and Pittsburg R. R.	44.52	342 14		apt. 12 by 8, 1 l	6
116031	Buchanan, Selby- ville.	...do	26.01	162		no apt	6.63
	NORTH CAROLINA.						
118001	Raleigh, Weldon	Raleigh and Gaston R. R.	97.35	1,758 28		apt. 23.7 by 9, 1 l	13
118002	Weldon, Wilmington.	Wilmington and Weldon R. R.	161.47	23,103 32		r. p. o. 60 by 9, 1 l., 50 by 9, 1 l., 161.40 m. apt. 8.6 by 6.6, 1 l. to Halifax.	25.30
118003	Wilmington, Ruther- fordton.	Carolina Central R. R.	264.76	1,011 26		apt. 14.6 by 8.9, 1 l. to Hamlet; 2 l., thence to Charlotte, 1 l. resi- due,	13.74

and Territories in which the contract term expired June 30, 1892, and also on certain new of the weight of the mails, the speed with which they are conveyed, the accommodations for the acts of March 3, 1873, July 12, 1876, and June 17, 1878.

apartment; l., line or lines; m., miles.]

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
42.75		42.75		1,045.23		491.62		1891. Dec. 7	Weighed 30 days from Mar. 23, 1892. Covering extension.
52.16				181.44				1892. Feb. 1	Weighed 30 days from Mar. 23, 1892. New.
133.38				27,149.49		5,000.00		1891. Dec. 2	Weighed 30 days from Mar. 23, 1892. Pay at the rate of \$5,000 per annum, by agreement, to Dec. 1, 1891.
42.75				378.76				Nov. 2	Weighed 30 days from Mar. 23, 1892. New.
84.65				1,913.09				Nov. 30	Do.
63.27				697.86				Dec. 21	Do.
42.75				60.70				1892. Jan. 1	Do.
198.36	25	136.80	25	98,692.03	8,625.00	68,063.47	8,625.00	July 1	Weighed 30 days from June 28, 1892.
75.24		44.46		7,528.51		2,452.41		1891. Oct. 15	Weighed 30 days from Oct. 15, 1891. Including extensions.
54.72				3,899.34				June 15	Weighed 30 days from Oct. 15, 1891. New.
42.75				492.05				July 15	Do.
42.75				1,138.43				1892. Jan. 4	Weighed 30 days from Feb. 17, 1892. New from Nov. 2, 1891.
50.45				387.96				1891. Mar. 2	Weighed 30 days from Oct. 15, 1891. New.
52.16				2,322.16				Oct. 12	Weighed 30 days from Feb. 17, 1892. New.
42.75				1,111.92				Oct. 12	Do.
117.14		104.31		11,403.57		10,095.03		1892 July 1	Weighed 30 days from Feb. 17, 1892.
364.23	90	283.86	90	58,812.21	14,526.00	45,834.87	14,526.00	July 1	Do.
85.50		78.00		22,636.98		14,793.58		July 1	Weighed 30 days from Feb. 17, 1892. Covers route 118008 from July 1, 1892.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and-inches.	
	NORTH CAROLINA—continued.						
118004	Gold s bor o, Green-boro.	Richmond and Dan-ville R. R.	129.83	3,010 28		apt. 20 by 8.8, 1 l. to Raleigh, 2 l, thence to Durham, 1 l, residue.	14.78
118005	Gold s bor o, Moorehead City.	Atlantic and North Carolina R. R.	93.86	895 23		apt. 13.8 by 8.8, 1 l . . .	6
118006	Salisbury, N. C., Kinzel (n. o.), Tenn.	Richmond and Dan-ville R. R.	185.63	2,509 74		apt. 20.3 by 8.7, 1 l . . .	7
118007	Charlotte, N. C., Augusta, Ga.	do	191.22	3,550 25		apt. 23.6 by 8.6, 1 l . . .	14
118008	Vacant.						
118009	Charlotte, Taylorsville.	do	64.59	359 17		apt. 8.6 by 7.6, 1 l . . .	6
118010	Raleigh, Hamlet	Raleigh and Augusta Air Line R. R.	98.09	812 22		apt. 12.6 by 8.6, 1 l . . .	6
118011	Bennettsville, S. C. Mount Airy, N. C.	Cape Fear and Yad-kin Valley Rwy.	223.69	1,139 22		apt. 19 by 8.8 (av.) 1 l .	13.86
118012	Green s bor o, Wilkesboro.	Richmond and Dan-ville R. R.	165.42	1,356 26		apt. 20.8 by 9.1, 2 l, to Winston, 1 l residue.	7.88
118013	Jamesville, Washing-ton.	Jamesville and Washington R. R.	23.82	241 12		no apt.	6
118014	Oxford, Henderson . .	Richmond and Dan-ville R. R.	13.81	285 12		no apt.	13
118015	Rocky Mount, Tar-boro.	Wilmington and Weldon R. R.	16.51	1,132 22		apt. 14.6 by 8.3 (av.) 2 l.	19
118016	Asheville Junc. (n. o.), Murphy.	Richmond and Dan-ville R. R.	122.34	533 12		apt. 19 by 8.8, 1 l . . .	6
118017	Maxton, Rowland . . .	Maxton, Alma and Rowland R. R.	16.34	53 8		no apt.	6
118018	University Station, Chapel Hill.	Richmond and Dan-ville R. R.	11.33	200 22		no apt.	12
118019	Halifax, Greenville . .	Wilmington and Weldon R. R.	58.55	458 22		apt. 8.6 by 6.6, 1 l . . .	6
118020	Tarboro, Plymouth. . .	Albemarle and Ra-leigh R. R.	53.64	438 12		apt. 8.6 by 6.6, 1 l . . .	7
118021	High Point, Ashboro.	Richmond and Dan-ville R. R.	28.23	311 14		apt. 10 by 8.6, 1 l . . .	6
118022	D. M. & S. W. Junc-tion (n. o), Leaks-ville.	Danville, Mocksville and Southwestern R. R.	8.09	109 10		no apt.	6
118023	Hickory, Lenoir	Richmond and Dan-ville R. R.	20.51	369 15		apt. 13.10 by 7, 1 l . . .	6
118024	Chadbourn, N. C., Con-way, S. C.	Wilmington, Chad-bourn and Conway R. R.	39.13	235 12		no apt.	6
118025	Louisburg, Franklin-ton.	Louisburg R. R	10.38	242 18		no apt.	48
118026	Warren Plains, War-renton.	Warrenton R. R	3.32	181 12		no apt.	12
118027	Wilson, Fayetteville . .	Wilmington and Weldon R. R.	74.53	340 22		apt. 11.10 by 6.10, 1 l .	6
118028	Rocky Mount, Spring Hope.	do	19.44	135 15		no apt.	6
118029	Moncure, Pitts-boro.	Pittaboro R. R	12.34	112 16		do	12
118030	Warsaw, Clinton	Wilmington and Wel-don R. R.	13.19	254 19		do	12
118031	Factory Junction (n. o.) Ramseur.	Cape Fear and Yad-kin Valley Rwy.	19.29	155 11		do	6
118032	Vacant.						
118033	Boykins, Lewiston . . .	Roanoke and Tar River R. R.	35.80	289 21		apt. 5.7 by 3.5, 1 l . . .	6
118034	Hamlet, Gibson Sta-tion.	Raleigh and Augusta Air Line R. R.	10.17	64 16		no apt.	6
118035	Wilmington, Wrights-ville.	Wilmington Seacoast R. R.	9.27	19 17		do	6
118036	Cameron, Carthage. . .	Carthage R. R	10.30	148 18		do	12
118037	Stokesdale, Madison .	Cape Fear and Yad-kin Valley Rwy.	11.60	101 14		do	6

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
141.93		124.83		18,428.77		16,196.70		July 1	Weighed 30 days from Feb. 17, 1892.
80.37		66.25		7,543.52		6,503.26		July 1	Do.
155.09		102.80		25,076.75		19,036.24		July 1	Do.
149.53		136.80		28,612.24		26,204.04		July 1	Do.
53.87		56.43		3,479.46		3,675.28		July 1	Do.
76.95		71.82		7,548.02		6,966.54		July 1	Do.
90.63		65.84		20,273.02		14,694.82		July 1	Do.
100.04		74.39		10,546.21		2,141.70		July 1	Weighed 30 days from Feb. 17, 1892. Covers route 118044 from July 1, 1892.
45.32		44.46		1,079.52		1,036.36		July 1	Weighed 30 days from Feb. 17, 1892.
48.74		47.88		673.09		646.38		July 1	Do.
90.63		68.40		1,499.02		1,229.14		July 1	Do.
64.98		50.44		7,949.65		6,795.66		July 1	Weighed 30 days from Feb. 17, 1892. Including extension.
42.75		42.75		698.53		698.53		July 1	Weighed 30 days from Feb. 17, 1892.
42.75		42.75		484.35		484.35		July 1	Do.
60.71		54.72		3,554.57		3,186.34		July 1	Do.
50.00		52.16		3,164.76		2,917.83		July 1	Do.
50.45		42.75		1,424.20		1,205.97		July 1	Do.
42.75		42.75		345.84		350.97		July 1	Do.
54.72		56.43		1,122.30		1,157.37		July 1	Do.
44.46		42.75		1,739.71		1,674.51		July 1	Do.
45.32		42.75		470.42		442.03		July 1	Do.
42.75		42.75		141.93		133.80		July 1	Do.
52.16		42.75		3,687.48		3,188.29		July 1	Do.
42.75		42.75		831.06		817.38		July 1	Do.
42.75		42.75		527.53		528.25		July 1	Do.
46.17		42.75		608.98		560.45		July 1	Do.
42.75		42.75		824.64		825.50		July 1	Do.
48.74		42.75		1,744.80		1,525.74		July 1	Do.
42.75		42.75		434.76		448.87		July 1	Do.
42.75		42.75		396.20		395.01		July 1	Do.
42.75		42.75		440.32		460.84		July 1	Do.
42.75		42.75		495.90		490.77		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
NORTH CAROLINA—continued.							
118038	Monroe, Clinton.....	Georgia, Carolina and Northern Rwy.	91.15	267 26		apt. 12 by 6.8, 1 l.....	6
118039	Mackey's Ferry, Belleport.	Norfolk and Southern R. R.	29.71	174 19		no apt.....	6
118040	Winston, Madison...	Norfolk and Western R. R.	32.20	133 22		apt. 8.8 by 7.3, 1 l.....	6
118041	Henderson, Durham.	Durham and Northern Rwy.	41.53	122 21		apt. 14.8 by 8.4, 1 l....	6
118042	Wilmington, Fayetteville.	Cape Fear and Yadkin Valley Rwy.	82.49	853 20		apt. 20 by 8.10, 1 l.....	6
118043	Aberdeen, Candor....	Aberdeen and West End R. R.	25.36	66 10		no apt.....	6
118044	Vacant.						
118045	Hamlet, N. C., Cheraw, S. C.	Palmetto R. R.	18.54	25 15		...do	6
118046	Salisbury, Norwood..	Richmond and Danville R. R.	41.69	254 13		...do	6
118047	Madison, N. C., Martinsville, Va.	Norfolk and Western R. R.	28.74	95 22		apt. 8.8 by 7.3 l	6
118048	Chadbourne, Hub.....	Wilmington, Chadbourne and Conway R. R.	11.06	35 12		no apt.....	6
118050	Winston, Mocksville.	Richmond and Danville R. R.	26.92	91 13		...do	6
SOUTH CAROLINA.							
120001	Columbia, Greenville.	Richmond and Danville R. R.	143.50	1,061 21		apt. 20 by 9, 2 l. to Alston; 1 l. thence to Belton; 2 l. residue. r. p. o. 50 by 8.10, 1 l. and 40 by 9.10, 1 l. between Florence and Wilmington, 110 m.; apt. 25.8 by 8.6 (av.) 1 l.	8.33
120002	Columbia, S. C., Wilmington, N. C.	Wilmington, Columbia and Augusta R. R.	192.77	12,618 31		apt. 21.6 by 9, 2 l. to Kingsville; 1 l. thence to Branchville; 2 l. thence to Pagnalls; 3 l. residue. r. p. o. 50 by 8.10, 1 l. and 40 by 9, 1 l. for 102 m.; apt. 29.10 by 8, 2 l. to Lanes, apt. 25.9 by 8.8, 1 l....	27.06
120003	Columbia, Charleston	South Carolina Rwy.	130.71	2,535 30		apt. 13.10 by 6.6, 1 l....	23.91
120004	Charleston, S. C., Savannah, Ga.	Charleston and Savannah Rwy.	116.00	16,423 27		no apt.....	31.44
120005	Charleston, Florence.	Northeastern R. R. ..	102.40	18,417 29		apt. 21.11 by 8, 1 l....	27.06
120006	Florence, Cheraw	Cheraw and Darlington R. R.	40.76	536 16			12
120007	Chester, Hickory.....	Richmond and Danville R. R.	89.93	406 15			6
120008	Vacant.						
120009	Hodges, Abbeville...	Richmond and Danville R. R.	11.87	198 20		no apt.....	12
120010	Port Royal, S. C., Augusta, Ga.	Central R. R. and Banking Co., of Georgia.	112.13	604 22		apt. 20.2 by 8.9, 1 l.....	8.38
120011	Asheville, N. C., Alston, S. C.	Richmond and Danville R. R.	139.16	745 23			7
120012	Newberry, Laurens...	...do	31.81	360 20		no apt.....	6
120013	Chester, Lancaster...	...do	29.47	137 12		...do	6
120014	Cheraw, Wadesboro...	Cheraw and Salisbury R. R.	26.28	348 14		apt. 25.9 by 8.8, 1 l.....	6

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
47.03		42.75		4,296.78		3,912.47		July 1	Weighed 30 days from Feb. 17, 1892.
42.75		42.75		1,270.10		1,081.14		July 1	Weighed 30 days from Feb. 17, 1892. Including extension.
42.75		42.75		1,376.55		1,389.37		July 1	Do.
42.75		42.75		1,775.40		1,797.63		July 1	Do.
78.66		70.97		6,488.66		5,864.96		July 1	Do.
42.75		42.75		1,084.14		1,084.14		July 1	Do.
42.75		42.75		792.58		778.05		July 1	Do.
46.17				1,924.82				July 1	Weighed 30 days from Feb. 17, 1892. Including extensions. New.
42.75				1,228.63				July 1	Weighed 30 days from Feb. 17, 1892. New.
42.75				473.67		284.00		July 1	Weighed 30 days from Feb. 17, 1892. By agreement prior to July 1, 1892.
42.75				1,150.83				July 1	Weighed 30 days from Feb. 17, 1892. New.
88.07		81.22		12,638.04		11,655.07		July 1	Weighed 30 days from Feb. 17, 1892.
252.23	65	200.47	65	48,622.37	7,150.00	40,379.53	7,150.00	July 1	Do.
125.09		130.81		17,657.61		17,141.34		July 1	Do.
292.41	65	235.12	65	33,919.56	7,540.00	27,038.80	7,475.00	July 1	Do.
313.79	65	253.93	65	32,132.09	6,630.00	26,012.58	6,636.50	July 1	Do.
64.96		62.41		2,648.58		2,545.07		July 1	Do.
57.29		55.87		4,633.95		4,599.06		July 1	Weighed 30 days from Feb. 17, 1892. 10.10 m. lap service (between Newton and Hickory) over route 118006 at \$5.99 per m.
42.75		42.75		507.44		506.58		July 1	Weighed 30 days from Feb. 17, 1892.
68.40		57.28		7,609.69		6,446.29		July 1	Do.
74.39		66.69		10,352.11		4,796.34		July 1	Weighed 30 days from Feb. 17, 1892. Covers route 120008 from July 1, 1892.
53.87		42.75		1,713.60		1,357.74		July 1	Weighed 30 days from Feb. 17, 1892.
42.75		45.31		1,259.84		1,335.28		July 1	Do.
53.01		53.01		1,393.10		1,394.16		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
	SOUTH CAROLINA—continued.						
120015	Lanes, Sumter	Central R.R. of South Carolina.	40.54	1,070	33	apt. 29.10 by 8.2, 11....	7
120016	Belton, Walhalla.....	Richmond and Danville R. R.	44.32	409	18	apt. 13.10 by 8.6, 11....	6
120017	Branchville, S. C., Augusta, Ga.	South Carolina Rwy.	75.14	1,921	25	apt. 18 by 8.11, 21....	14
120018	Kingsville, Camden	do	38.14	966	28	apt. 19.6 (av.) by 8.7, 11.	7
120019	Blackville, Barnwell	Carolina Midland Rwy.	9.82	273	19	no apt.....	14
120020	Lanes, Georgetown ..	Georgetown and Western R. R.	37.67	340	23	...do	12
120021	Spartanburg, S. C., Augusta, Ga.	Central R. R. and Banking Co. of Georgia.	183.69	668	21	apt. 24.2 by 9, 11.....	7
120022	Elloree, Vance	Charleston, Sumter and Northern R. R.	11.47	70	11	no apt.....	12
120023	McCormick, Anderson C. H.	Central R. R. and Banking Co. of Georgia.	58.81	233	17	apt. 10.4 by 6, 11.....	7
120024	Laurens C. H., Greenville	do	36.56	404	20	apt. 6.10 by 6.8, 11....	6
120025	Green Pond, Walterboro.	Green Pond, Walterboro and Branchville Rwy.	13.00	184	12	no apt.....	12
120026	Blackville, Stevern....	Carolina Midland Rwy.	29.52	140	14	...do	13
120027	Camden, Rutherfordton.	Charleston, Cincinnati and Chicago R. R.	148.59	849	19	apt. 19.5 (av.) by 8.7, 11.	7
120028	Ravenels, Youngs Island.	Charleston and Savannah Rwy.	5.60	108	12	no apt.....	9
120029	Atkins, Bishopville..	South and North Carolina R. R.	15.00	54	16	...do	6
120030	Peedee Junction (n. o.), S. C., Rowland, N. C.	Florence R. R.....	27.52	121	12	...do	6
120031	Aiken, Edgefield.....	Carolina, Cumberland Gap and Chicago R. R.	25.05	123	16	...do	12
120032	Wilsons, Summerton.	Wilson and Summerton R. R.	17.12	33	6	...do	6
120033	Floyd's (n. o.), Hartsville.	Hartsville R. R.....	10.13	72	14	...do	6
120034	Sumter, Pregnalls....	Charleston, Sumter and Northern R. R.	59.35	660	16	apt. 15 by 7.6 (av.), 11.	6
120035	Sumter, Rimini	Manchester and Augusta R. R.	19.97	93	21	no apt.....	6
120036	Eutawville, Ferguson	Charleston, Sumter and Northern R. R.	6.79	29	13	...do	6
120037	Not weighed	do					
120038	do	do					
120039	Greenville, Marietta ..	Carolina, Knoxville and Western Rwy.	15.45	64	15	...do	6
	GEORGIA.						
121001	Atlanta, Charlotte, N. C.	Richmond and Danville R. R.	267.71	32,453	29	r. p. o. 60 by 9.1, 21. 267.19 m. 50x—11. (not authorized).	22.47
121002	Atlanta, Chattanooga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	136.82	16,073	26	r. p. o. 50 by 9, 21, 40 by 9, 11. (11.50 feet and 21.40 feet only authorized).	21.89
121003	Atlanta, West Point ..	Atlanta and West Point R. R.	86.32	20,092	25	r. p. o. 50 by 9.3 21. 86.20 m.; apt. 20 by 9.3, 11.	21

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
88.07		61.56		3,570.35		2,504.87		July 1	Weighed 30 days from Feb. 17, 1892.
57.29		58.14		2,539.09		2,577.34		July 1	Do.
124.83		103.45		9,379.72		7,773.23		July 1	Do.
83.79		63.27		3,195.75		2,469.42		July 1	Do.
47.88		42.75		470.18		412.10		July 1	Do.
52.16		47.02		1,964.86		1,692.72		July 1	Do.
71.82		53.01		9,601.61		3,509.26		July 1	Weighed 30 days from Feb. 17, 1892. Covers route 121037 from July 1, 1892.
42.75		43.61		490.34		1,549.45		July 1	Weighed 30 days from Feb. 17, 1892. Route curtailed.
44.46		42.75		2,614.69		2,541.91		July 1	Weighed 30 days from Feb. 17, 1892.
57.29		42.75		2,094.52		1,589.45		July 1	Do.
42.75		42.75		555.75		528.81		July 1	Do.
42.75		42.75		1,261.98		1,243.58		July 1	Do.
78.66		50.45		11,088.08		7,562.44		July 1	Do.
42.75		42.75		339.40		243.67		July 1	Do.
42.75		42.75		641.25		675.02		July 1	Do.
42.75		42.75		1,176.48		1,175.62		July 1	Do.
42.75		42.75		1,070.88		1,063.19		July 1	Do.
42.75		42.75		731.88		686.56		July 1	Do.
42.75		42.75		433.05		427.50		July 1	Do.
70.97		53.01		4,212.06		1,908.36		July 1	Do.
42.75				853.71		425.47		July 1	Do.
42.75		42.75		290.27		290.25		July 1	Do.
42.75				660.48				July 1	Do.
464.27	100	335.75	100	124,289.72	26,719.00	87,278.20	26,740.00	July 1	Do.
288.99	90	277.87	90	39,539.61	12,313.80	38,346.06	12,420.00	July 1	Do.
331.74	80	255.64	80	28,635.79	6,896.00	22,245.80	6,952.00	July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	GEORGIA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
121004	Augusta, Atlanta	Georgia R. R. and Banking Co.	171.00	5,131 27		apt. 25 by 9.1, 2 l.	21
121005	Millen, Augusta	Central R. R. and Banking Co., of Georgia.	54.57	1,011 16		apt. 24.6 by 9, 1 l.	21
121006	Washington, Barnett.	Georgia R. R.	18.63	366 16		no apt.	14
121007	Union Point, Athens.	do	40.48	438 23		apt. 10.6 by 6.1, 1 l.	21
121008	Kingston, Rome.	Rome R. R.	20.38	264 19		no apt.	21
121009	Savannah, Jacksonville, Fla.	Savannah, Florida and Western Rwy.	171.96	16,147 23		r. p. o. 50 by 8.10, 1 l., 40 by 9, 1 l.	30.76
121010	Savannah, Macon	Central R. R. and Banking Co. of Georgia.	191.00	3,579 25		apt. 25 by 9, 2 l. to Mclerrin; 1 l. thence to Gordon; 2 l. residue.	15.24
121011	Macon, Columbus	do	101.26	667 23		apt. 25 by 9, 1 l.	7
121012	Macon, Atlanta	do	103.00	11,741 27		r. p. o. 50 by 9, 1 l (40 feet authorized); apt. 25 by 9, 1 l.	21
121012	Rome, Brunswick	East Tennessee, Virginia and Georgia Rwy.	353.10	3,080 26		apt. 27.5 by 8.11 (av.) 1 l. to Atlanta; 2 l. residue.	12.52
121014	Gordon, Eatonton	Central R. R. and Banking Co. of Georgia.	38.98	188 12		apt. 24.7 by 9, 1 l.	6
121015	Tennille, Wrightsville.	Wrightsville and Tennille R. R.	16.77	448 17		apt. 8.10 by 7.1, 1 l.	13
121016	Macon, Euftaula, Ala.	Central R. R. and Banking Co. of Georgia.	143.87	4,490 26		r. p. o. 50 by 9, 1 l. (40 feet authorized) 143.60 m.; apt. 25 by 9, 1 l. to Smithville.	14
121017	Fort Valley, Perry	do	12.99	201 11		no apt.	12
121018	Waycross, Albany	Savannah, Florida and Western Rwy.	163.10	2,386 27		apt. 17.10 by 8.10 (av.) 2 l. to Thomasville; 1 l. residue.	11.47
121019	Barnesville, Thomas-ton.	Central R. R. and Banking Co. of Georgia.	16.73	84 11		no apt.	12
121020	Cartersville, Pell City, Ala.	East and West R. R. of Alabama.	117.11	383 18		apt. 9.3 by 9, 1 l.	7.85
121021	Camak, Macon	Georgia R. R.	78.52	760 19		apt. 18.10 by 9, 2 l.	14
121022	Griffin, Carrollton	Central R. R. and Banking Co. of Georgia.	60.32	616 18		apt. 24.8 by 9, 1 l.	10.10
121023	Brunswick, Albany ..	Brunswick and Western R. R.	171.14	1,662 23		apt. 14.6 by 7, 1 l.	14
121024	Columbus, Greenville.	Central R. R. and Banking Co. of Georgia.	50.78	274 14		apt. 9.4 by 7.4, 1 l.	7
121025	Athens, Lula.	Richmond and Danville R. R.	39.49	1,161 21		apt. 18.6 by 9, 1 l.	13
121026	Toccoa, Elberton	do	50.53	264 14		apt. 10 by 4.6, 1 l.	12
121027	Sandersville, Tennille.	Sandersville and Tennille R. R.	3.43	193 12		no apt.	10
121028	Wadley, Louisville ..	Louisville and Wadley R. R.	10.60	113 11		no apt.	9
121029	Hartwell, Bowersville	Richmond and Danville R. R.	10.20	117 13		do	12
121030	Marietta, Murphy, N. C.	Marietta and North Georgia Rwy.	109.44	581 26		apt. 9.0 by 6.10 (av.) 1 l.	8.33
121031	Thomasville, Bainbridge.	Savannah, Florida and Western Rwy.	37.17	1,594 23		apt. 18 by 9, 1 l.	21
121032	Suwanee, Lawrenceville.	Richmond and Danville R. R.	10.61	187 10		no apt.	12
121033	Talbotton, Bostick (n. o.).	Talbotton R. R.	7	128 14		do	14
121034	Gainesville, Social Circle.	Gainesville, Jefferson and Southern R. R.	52.25	275 15		apt. 7.8 by 5.5, 1 l. to Monroe; 2 l. residue.	8.32

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
171.66		150.48		29,388.06		25,732.09		July 1	Weighed 30 days from Feb. 17, 1892.
86.50		75.27		4,665.73		4,136.09		July 1	Do.
53.67		47.02		1,003.05		873.63		July 1	Do.
62.42		57.28		2,526.70		2,318.69		July 1	Do.
48.74		47.02		993.32		902.78		July 1	Do.
289.85	65	246.24	65	49,825.21	11,173.50	42,244.93	11,151.40	July 1	Do.
150.48		151.33		28,741.68		28,904.03		July 1	Do.
70.97		67.55		7,193.51		6,787.42		July 1	Do.
242.82	25	204.37	25	25,010.46	2,575.00	21,047.02	2,575.00	July 1	Do.
143.64		86.35		48,629.66		29,119.57		July 1	Weighed 30 days from Feb. 17, 1892. 18.80 m. (formerly 17.80 m.) lap service over Route 121042 between Antsall and Atlanta, at \$32.49 per m. (formerly \$14.54 per m.).
42.75		42.75		1,666.39		1,645.02		July 1	Weighed 30 days from Feb. 17, 1892.
50.85		50.44		1,008.68		844.36		July 1	Do.
163.31	25	126.80	25	23,495.40	3,590.00	19,701.94	3,595.00	July 1	Do.
42.75		42.75		555.32		554.89		July 1	Do.
133.28		105.16		21,754.27		17,147.38		July 1	Do.
42.75		42.75		715.20		698.96		July 1	Do.
56.58		46.17		6,508.97		5,473.45		July 1	Do.
75.24		66.69		5,907.84		5,204.49		July 1	Do.
68.40		47.02		4,125.88		2,838.59		July 1	Do.
113.72		97.47		19,462.04		16,743.39		July 1	Do.
47.88		46.17		2,431.34		2,344.51		July 1	Do.
92.34		70.11		3,046.50		2,774.95		July 1	Do.
47.02		48.73		2,376.42		2,466.71		July 1	Do.
42.75		42.75		146.03		140.64		July 1	Do.
42.75		42.75		453.15		445.45		July 1	Do.
42.75		42.75		436.05		436.90		July 1	Do.
67.55		48.73		7,392.67		5,360.30		July 1	Do.
110.30		78.66		4,099.85		2,986.72		July 1	Do.
42.75		42.75		453.57		425.79		July 1	Do.
42.75		42.75		299.25		300.96		July 1	Do.
47.88		42.75		2,501.73		2,235.39		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	GEORGIA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
121035	Chamblee, Roswell...	Richmond and Danville R. R.	10.70	107 11		no apt.....	12
121036	Du Pont, Gainesville, Fla.	Savannah, Florida and Western Rwy.	118.87	845 19		apt. 18 by 9.3, 1 l.....	7
121037	Vacant.						
121038	Cochran, Hawkinsville.	East Tennessee, Virginia and Georgia Rwy.	10.70	216 14		no apt.....	13
121039	Smithville, Albany...	Central R. R. and Banking Co. of Georgia.	24.88	4,527 20		apt. 20.5 by 9, 2 l.....	21
121040	Albany, Columbia...	do	63.13	434 14		apt. 16 by 9.1, 1 l.....	7
121041	Cuthbert, Fort Gaines	do	23.38	184 15		no apt.....	6
121042	Atlanta, Birmingham, Ala.	Richmond and Danville R. R.	167.45	6,454 25		apt. 30 by 8.6, 2 l.....	16.66
121043	Cornelia, Tallulah Falls.	Blue Ridge and Atlantic R. R.	20.93	225 17		no apt.....	6.50
121044	Climax, Chattahoochee, Fla.	Savannah, Florida and Western Rwy.	82.06	679 20		do	13
121045	Bellmont, Jefferson ..	Gainesville, Jefferson and Southern R. R.	13.44	90 13		do	6
121046	Sylvania, Rocky Ford	Sylvania R. R.	14.99	144 10		do	12
121047	Americus, Columbus.	Central R. R. and Banking Co. of Georgia.	65.26	258 24		apt. 24 by 9, 1 l.....	7
121048	Augusta, Sandersville.	Augusta, Gibson and Sandersville R. R.	80.17	269 13		apt. 10 by 5.2, 1 l.....	13
121049	Wrightsville, Dublin	Wrightsville and Tennille R. R.	20.46	369 17		apt. 8.10 by 7.1, 1 l....	13
121050	Lyons, Louvale	Savannah, Americus and Montgomery Rwy.	171.60	420 21		apt. 14 by 7.1, 1 l.....	14
121051	Columbus, McDonough.	Georgia, Midland and Gulf R. R.	100.70	1,022 24		apt. 13.9 by 6.6, 1 l. to Griffin.	12.45
121052	Macon, Athens	Richmond and Danville R. R.	104.70	608 21		apt. 15.2 by 8.8, 1 l. to Madison; 2 l. residue	9.16
121053	Midville, Swainsboro.	Midville, Swainsboro and Red Bluff R. R.	18.33	106 13		no apt.....	6
121054	Union Point, White Plains.	Union Point and White Plains R. R.	13.90	91 12		do	12
121055	Millen, Stillmore	Millen and Southern Rwy.	31.78	153 13		do	12
121056	Atlanta, Fort Valley.	Atlanta and Florida R. R.	104.95	331 21		apt. 18.6 by 7, 1 l.....	6
121057	Chattanooga, Tenn., Carrollton.	Central R. R. and Banking Co. of Georgia.	138.81	546 23		apt. 18 by 7.4, 1 l.....	7
121058	Macon, Palatka, Fla..	Georgia Southern and Florida R. R.	285.93	2,125 27		apt. 16 by 7, 1 l.....	14
121059	Crawford, Lexington.	Lexington Terminal R. R.	4.75	170 12		no apt.....	12
121060	Wadley, Rixville	Wadley and Mount Vernon R. R.	29.19	112 14		do	6
121061	Statesboro, Dover	Dover and Statesboro R. R.	10.21	152 13		do	12
121062	Dunlap (n. o.), Smithonia.	Smithonia and Dunlap R. R.	.....	87 13		do	12
121063	Columbus, Albany...	Columbus Southern Rwy.	89.72	198 28		apt. 8.3 by 7, 1 l.....	7
121064	Bainbridge, Montgomery, Ala.	Alabama Midland Rwy.	176.30	896 29		apt. 16 by 7.6, 1 l. to Sprague Junction, (n. o.), 2 l. residue.	7.67
121065	Savannah, Tybee	Central R. R. and Banking Co. of Georgia.	16.26	22 16		no apt.....	7
121066	Meldrin (n. o.), Lyons	do	57.54	463 13		apt. 24.7 by 9, 1 l.....	7
121067	Not weighed.						
121068	Do.						

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini..	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	GEORGIA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
121069	Chattanooga, Tenn., Gadsden, Ala.	Chattanooga Southern Rwy.	92.58	270	21	apt. 11.11 by 6.8, 1 l....	6
121070	Machen, Eatonton....	Middle Georgia and Atlantic Rwy.	18.60	205	15	no apt.....	13
	FLORIDA.						
123001	Fernandina, Tampa..	Florida Central and Peninsular R. R.	244.5	1,837	21	apt. 22 by 8.9, 1 l.....	14.59
123002	Vacant.						
123003	Pensacola, Fla., Flomaton, Ala.	Louisville and Nashville R. R.	44.16	1,623	28	apt. 14 by 9.2, 1 l.....	21
123004	J. T. and K. W. Junction (n. o.), New Smyrna.	Atlantic and Western R. R.	28.09	271	20	no apt.....	9
123005	Pensacola, Millview..	Pensacola and Perdido R. R.	9.17	311	10	....do	6
123006	Jacksonville, River Junction.	Florida Central and Peninsular R. R.	208.62	1,437	19	apt. 15.6 by 6.10, 1 l ..	13.83
123007	Sanford, Port Tampa (n. o.).	South Florida R. R..	125.7	6,700	21	r. p. o. 50 by 8.10, 1 l. (not authorized); apt. 27.6 by 9.3, 1 l.	13
123008	Astor, Leesburg.....	St. Johns and Lake Eustis Rwy.	37.96	831	11	apt. 10 by 7.5, 1 l.....	6
123009	Harts Road, Jacksonville.	Florida Central and Peninsular R. R.	24.96	170	27	no apt.....	13
123010	Sanford, Oviedo	Sanford and Indian River R. R.	17.16	123	18	....do	12
123011	Wildwood, Orlando	{ Florida Central and Peninsular R. R. }	54.44	783	20	apt. 18.5 by 8, 1 l.....	10.5
123012	Palatka, Brooksville .	Florida Southern Rwy.	145.63	1,125	18	apt. 19.10 by 7.10 (av.), 1 l.	7.27
123013	Tallahassee, St. Marks	Florida Central and Peninsular R. R.	22.03	208		no apt.....	3
123014	Fort Mason, Lane Park.	St. Johns and Lake Eustis Rwy.	9.69	205	15	apt. 10 by 7.5, 1 l.....	12
123015	Pensacola, River Junction.	Louisville and Nashville R. R.	161.93	1,230	22	apt. 15.6 by 6.10, 1 l...	14
123016	Jacksonville, St. Augustine, and Halifax River Rwy.	Jacksonville, St. Augustine, and Halifax River Rwy.	38.57	1,782	25	apt. 18.6 by 7.3, 1 l....	17
123017	Micanopy Junction (n. o.), Micanopy.	Florida Southern Rwy.	3.8	99	16	no apt.....	6
123018	Jacksonville, Sanford.	Jacksonville, Tampa and Key West Rwy.	125.1	10,713	21	r. p. o. 50 by 8.10 (40 feet authorized) 1 l. apt. 27.6 by 9.3, 1 l. to Enterprise Junction (n. o.), 118 miles; 2 l. residue, 7.1 miles.	20.76
123019	Waldo, Cedar Keys...	Florida Central and Peninsular R. R.	71.21	569	16	apt. 18 by 8.3, 1 l.....	7
123020	De Land Junction (n. o.), De Land.	Jacksonville, Tampa and Key West Rwy.	4	399	13	no apt.....	19
123021	Wahnetta, Bartow	South Florida R. R..	17.35	503	20	....do	13

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
47.03				4,354.03		1,000.00		July 1	Weighed 30 days from Feb. 17, 1892. By agreement prior to July 1, 1892.
42.75				795.15		465.00		July 1	Do.
96.45		64.29		23,582.02		10,018.95		July 1	Weighed 30 days from Feb. 17, 1892. Covering part of route No. 123011 and all of route No. 123019. All land grant.
89.61		73.18		3,957.17		3,178.20		July 1	Weighed 30 days from Feb. 17, 1892. All land grant.
47.03		42.75		1,349.29		1,200.84		July 1	Weighed 30 days from Feb. 17, 1892.
42.75		42.75		392.01		395.44		July 1	Do.
82.77		83.44		17,267.47		4,990.55		July 1	Weighed 30 days from Feb. 17, 1892. All land grant.
188.96		146.20		23,752.27		16,899.25		July 1	Weighed 30 days from Feb. 17, 1892.
51.80		42.75		1,946.83		1,476.15		July 1	Do.
42.75		42.75		1,067.04		1,067.04		July 1	Do.
42.75		42.75		733.59		742.14		July 1	Do.
72.53		{ 80.02 } { 100.00 }		4,002.97		8,237.18		July 1	Weighed 30 days from Feb. 17, 1892. Covering route No. 123022.
90.63		94.90		13,108.44		4,756.38		July 1	Weighed 30 days from Feb. 17, 1892. Covering part of route No. 123014 and all of route No. 123023.
42.75		42.75		941.78		941.78		July 1	Weighed 30 days from Feb. 17, 1892.
42.75		91.48		414.24		7,387.02		July 1	Weighed 30 days from Feb. 17, 1892. Formerly part of route No. 123008.
75.93		72.50		12,295.34		11,687.00		July 1	Weighed 30 days from Feb. 17, 1892. All land grant.
118.85		85.50		4,584.04		3,210.07		July 1	Weighed 30 days from Feb. 17, 1892.
42.75		42.75		162.45		165.01		July 1	Do.
231.71	25	185.53	25	28,986.92	3,125.00	23,240.90	3,125.00	July 1	Do.
54.04		52.67		3,848.18		4,509.60		July 1	Weighed 30 days from Feb. 17, 1892. All land grant. Formerly part of route No. 123001.
56.43		47.88		225.72		196.30		July 1	Weighed 30 days from Feb. 17, 1892.
64.13		42.75		1,112.65		755.39		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trip per week.
			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
134022	FLORIDA—continued. Rochelle, Gainesville.	Florida Southern Rwy.	10.82	217.24		no apt.....	15
123023	Vacant.						
123024	Pemberton, Bartow ..	South Florida R. R..	57.07	351.14		apt. 24 by 8.1, 1 l	7.45
123025	Enterprise Junction (n. o.), Titusville.	Jacksonville, Tampa and Key West Rwy.	40.58	1,353.14		apt. 13.4 by 7.5, 1 l	12
123026	Bartow, Punta Gorda.	Florida Southern Rwy.	75.14	503.16		apt. 11.4 by 7.10 (av.), 1 l	6
123027	St. Augustine, Palatka.	St. Augustine and Halifax River Rwy.	30.41	774.24		apt. 18.6 by 7.3, 1 l	12
123028	Sanford, Tavares	Jacksonville, Tampa and Key West Rwy.	29.86	196.13		no apt.....	6
123029	Sanford, St. Petersburg.	Orange Belt Rwy ...	153.33	792.19		apt. 18.6 by 7.6, 1 l	6
123030	Jacksonville, Pablo Beach.	Jacksonville and Atlantic R. R.	18.16	34.19		no apt.....	6
123031	Palatka, Daytona.....	St. Johns and Halifax River Rwy.	53.34	691.98		apt. 18.6 by 7.3, 1 l	6
123032	Lake City, Fort White.	Savannah, Florida and Western Rwy.	21.85	71.17		no apt.....	12
123033	Ocala, Homosassa	Silver Springs, Ocala and Gulf R. R.	48.76	282.18		apt. 7.3 by 6, 1 l	6
123034	Tavares, Clermont ...	Tavares and Gulf R. R.	30.1	56.9		no apt.....	6
123035	Thomasville, Ga., Monticello, Fla.	Savannah, Florida and Western Rwy.	24.7	204.22		...do	13
123036	Jacksonville, Mayport.	Jacksonville, Mayport, Pablo Rwy. and Navigation Co.	20.1	84.12		...do	6
123037	Kissimmee, Narcoossee.	South Florida R. R..	16.87	35.20		...do	6
123038	Vacant.						
123039							
123040	Drifton, Monticello...	Florida Central and Peninsular R. R. .	4.7	160.16		apt. 15.6 by 6.10, 1 l	14
123041	Dunnellon, Inverness.	Silver Springs, Ocala and Gulf Rwy.	18.21	162.16		no apt.....	6
123042	Junction (n. o.), San Mateo.	St. Johns and Halifax River Rwy.	4.73	77.12		apt. 18.6 by 7.3, 1 l	12
	ALABAMA.						
124001	Montgomery, West Point, Ga	Western Ry Co. of Alabama.	86.40	19,147.27		r. p. o. 50 by 9.3, 2 l. 85.63 m.; apt. 20 by 9.2, 1 l, West Point and Opelika, 21.43 m.	21
124002	Montgomery, Selma.	...do	48.65	1,883.24		apt. 19.6 by 8.9, 1 l	14
124003	Montgomery, Eufaula.	Central R. R. and Banking Co. of Georgia.	80.47	3,064.26		r. p. o. 50 by 9, 1 l, 79.70 m. (40 feet authorized).	17.03
124004	Montgomery, Decatur.	South and North Alabama R. R.	183.27	7,810.26		r. p. o. 45 by 9, 1 l. 182.44 m. (40 feet authorized).	9.80
124005	Memphis, Tenn., Chattanooga, Tenn.	Memphis and Charleston R. R.	310.40	4,217.27		apt. 25 by 9, 2 l	14.73
124006	Selma, Akron Junction.	East Tennessee, Virginia and Georgia Rwy.	67.85	472.16		apt 10.5 by 6.9, 1 l	7
124007	Columbus, Ga., Birmingham, Ala.	Central R. R. and Banking Co. of Georgia.	158.85	1,057.21		apt. 25 by 9, 2 l. to Opelika; 1 l. res.	7.65

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
43.61		71.82		471.86		2,408.56		July 1	Weighted 30 days from Feb. 17, 1892. Formerly part of route No. 123012.
53.01		70.96		3,025.28		4,072.39		July 1	Weighted 30 days from Feb. 17, 1892.
100.04		65.83		4,059.62		3,006.10		July 1	Do.
64.13		65.83		4,818.72		4,063.58		July 1	Do.
73.24		42.75		2,288.04		1,064.47		July 1	Do.
42.75		44.46		1,276.51		1,331.57		July 1	Do.
76.10		62.42		11,608.41		9,565.85		July 1	Do.
42.75		42.75		776.34		742.90		July 1	Do.
71.82		60.70		3,830.87		3,292.36		July 1	Do.
42.75		42.75		934.08		937.50		July 1	Do.
47.88		42.75		2,334.62		2,093.89		July 1	Do.
42.75		42.75		1,286.77		1,254.28		July 1	Do.
42.75		44.46		1,055.92		1,104.38		July 1	Do.
42.75		42.75		850.27		833.26		July 1	Do.
42.75		42.75		721.19		707.94		July 1	Do.
42.75		67.71		200.92		318.23		July 1	Do.
42.75				778.47		778.04		1891. Sept. 7	Weighted 30 days from Feb. 17, 1892. New.
42.75				202.20		202.20		1892. Jan. 18	Do.
321.48	80	248.80	80	27,775.87	6,850.40	21,546.08	6,806.40	July 1	Weighted 30 days from Feb. 17, 1892.
123.12		112.00		5,977.47		5,243.84		July 1	Do.
142.79	25	113.71	25	11,490.31	1,992.50	9,161.61	1,992.50	July 1	Do.
180.74	25	132.69	25	29,458.81	4,561.00	24,396.38	4,576.00	July 1	Weighted 30 days from Feb. 17, 1892. Land grant.
159.08		150.48		44,929.06		42,601.58		July 1	Weighted 30 days from Feb. 17, 1892. 38.70 m. Stevenson to Chattanooga lap service over route No. 127004, at \$44.46 per mile.
61.56		60.70		4,176.84		4,108.78		July 1	Weighted 30 days from Feb. 17, 1892.
87.21		82.93		13,853.30		2,453.06		July 1	Weighted 30 days from Feb. 17, 1892. Covering route 124016 from July 1, 1892.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail of or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
ALABAMA—continued.							
124006	Columbus, Ga., Troy, Ala.	Central R. R. and Banking Co. of Georgia.	85.61	499 22		apt. 12.11 by 9, 11.....	14
124009	Selma, York Station..	East Tennessee, Virginia and Georgia Rwy.	78.73	719 22		apt. 12 by 8.6, 11.....	7
124010	Selma, Cleveland, Tenn.	.....do	263.94	1,848 27		apt. 26.5 by 8.7 (av.), 11. 248.87 m.	16.42
124011	Sheffield, Jasper.....	Birmingham, Sheffield and Tennessee River Rwy.	87.61	326 22		apt. 15 by 8.10, 11....	7
124012	Montgomery, New Orleans, La.	Louisville and Nashville R. R.	318.72	17,577 29		r. p. o. 50 by 9.3, 2 l. 179 m.; 50 by 9.3, 1 l., and 40 by 9, 1 l. 139.09 m.	22.56
124013	Vacant.						
124014	Opelika, Roanoke....	Central R. R. and Banking Co. of Georgia.	39.50	424 20		apt. 25 by 9, 11.....	7
124015	Chattanooga, Tenn., Meridian, Miss.	Alabama Great Southern R. R.	295.61	10,488 27		r. p. o. 50 by 9.2 (40 feet authorized), 2 l. 143 m.; 1 l. res. 152.61 m.	17.39
124016	Vacant.						
124017	Selma, Pine Apple Station (n. o.).	Louisville and Nashville R. R.	46.40	488 14		apt. 7.9 by 6.4, 11....	6
124018	Dolomite, Wheeling Station (n. o.).	Woodward Iron Co.	4.27	59 3		no apt.....	7
124019	Chehaw (n. o.), Tuskegee.	Tuskegee R. R.....		182 12		.....do	12
124020	Vacant.						
124021	Enfaula, Ozark.....	Central R. R. and Banking Co. of Georgia.	60.00	278 13		apt. 15.3 by 9, 11.....	7
124022	Selma, Martins Station.	Birmingham, Selma and New Orleans R. R.	21.08	81 13		no apt.....	6
124023	Vacant.						
124024	Elmore, Wetumpka..	South and North Alabama R. R.	6.93	211 12		.....do	13
124025	Tuscumbia, Florence.	Memphis and Charleston R. R.	6.73	389 5		.....do	14
124026	Flomation, Repton...	Louisville and Nashville R. R.	30.18	23 10		.....do	3
124027	Sprague, Luverne....	Alabama Midland Rwy.	32.88	218 10		apt. 16 by 7, 11.....	6
124028	Vacant.						
124029	Vacant.						
124030	Talladega, Pell City..	Birmingham and Atlantic R. R.	23.13	371 19		apt. 9.10 by 6.8, 11....	12
124031	Vacant.						
124032	Flora, Tenn., Huntsville, Ala.	Nashville, Chattanooga and St. Louis Rwy.	27.48	187 20		no apt.....	6
124033	Rome, Ga., Attalla, Ala.	East Tennessee, Virginia and Georgia Rwy.	64.07	295 22		apt. 8.2 by 6.9, 11.....	6
124034	Mobile, Selma.....	Mobile and Birmingham Rwy.	163.60	579 23		apt. 19.7 by 9, 11.....	7
124035	Attalla, Sylacauga...	Louisville and Nashville R. R.	87.34	145 22		apt. 12.6 by 8 (av.), 11.	7.47
124036	Birmingham, Champion.	Birmingham Mineral R. R.	39.37	177 19		apt. 9.9 by 9, 11.....	6

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of pay annual for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
50.62		58.13		4,333.57		4,978.83		July 1	Weighted 30 days from Feb. 17, 1892. Land grant.
72.68		68.40		5,722.09		5,363.93		July 1	Weighted 30 days from Feb. 17, 1892.
124.41		85.50		28,265.71		19,897.56		July 1	Weighted 30 days from Feb. 17, 1892. 156 m. land grant, at \$97.12 per m.
51.30		44.46		4,489.26		3,899.14		July 1	Weighted 30 days from Feb. 17, 1892.
305.24	80	228.28	80	80,993.05	23,360.85	35,485.18	14,270.40	July 1	Weighted 30 days from Feb. 17, 1892. 119.46 m. land grant, at \$244.19 per m.; covering route No. 124013.
58.14		47.88		2,296.53		1,885.51		July 1	Weighted 30 days from Feb. 17, 1892.
229.14	50	165.01	50	55,641.08	10,965.25	39,210.65	10,957.50	July 1	Weighted 30 days from Feb. 17, 1892. Land grant 263.91 m., at \$183.31 per m.
63.27		60.70		2,935.72		2,816.48		July 1	Weighted 30 days from Feb. 17, 1892.
42.75		42.75		182.54		196.65		July 1	Do.
		42.75				256.50		July 1	Weighted 30 days from Feb. 17, 1892. Not adjusted. No D. C.
47.89		43.61		2,872.80		2,595.23		July 1	Weighted 30 days from Feb. 17, 1892.
42.75		42.75		901.17		868.68		July 1	Do.
42.75		42.75		296.25		205.40		July 1	Do.
55.58		44.46		374.05		250.30		July 1	Do.
42.75		42.75		1,290.19		1,288.91		July 1	Weighted 30 days from Feb. 17, 1892. Pay based on a service of not less than 6 round trips per week.
43.61		44.46		1,433.89		1,413.38		July 1	Weighted 30 days from Feb. 17, 1892.
54.72		46.17		1,265.67		1,058.68		July 1	Do.
42.75		42.75		1,174.77		1,180.75		July 1	Do.
48.74		42.75		3,122.77		2,723.17		July 1	Do.
66.69		49.69		10,286.17		7,575.76		July 1	Weighted 30 days from Feb. 17, 1892. 14.90 m. lap service over route No. 124009, at \$24.79 per m.
42.75		51.30		3,733.78		1,846.28		July 1	Weighted 30 days from Feb. 17, 1892. Covering route No. 124029 from July 1, 1892.
42.75		42.75		1,683.06		1,697.17		July 1	Weighted 30 days from Feb. 17, 1892.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	ALABAMA—continued.		Dolls.	Pounds.		Feet and inches.	
124067	Birmingham, Blocton.	Birmingham Mineral R. R.	51.57	445 20		apt. 9.11 by 8.10, 1 l...	13
124068	Riverton, Margerum Junction (n. o.).	Birmingham, Sheffield and Tennessee River Rwy.	11.23	64 16		no apt.....	7
124069	Bismarck, Blocton...	East Tennessee, Virginia and Georgia Rwy.	30.77	86 13		....do	6.53
	MISSISSIPPI.						
126001	New Orleans, La., Cairo, Ill.	Illinois Central R. R. Co.	555.45	9,134 27.30		r. p. o. cars, 60 by 9.4; 48 by 9.5, and 45 by 9.5. 1 l. 40 feet and 1 l. 45 feet authorized.	21.31
126002	Memphis, Tenn., Grenada, Miss.	.....do	100.37	1,745 25.20		apt. 16 by 9.2.....	14
126003	Vicksburg, Meridian.	{ Alabama and Vicksburg Rwy. }	140.32	5,757 22.40		{ apt. 42.3 by 9.4 and 40.3 by 9.4. }	14
126004	Mobile, Ala., Cairo, Ill.	Mobile and Ohio R. R. Co.	494.40	1,956 20.40		apt. 21.4 by 8.10.....	10.45
126005	Greenville, Miss., Birmingham, Ala.	Richmond and Danville R. R. Co.	291.44	1,108 21.40		apt. 24 by 9.2.....	9
126006	Glendale, Eagle Nest.	Louisville, New Orleans and Texas Rwy Co.	19.15	148 10		no apt.....	21
126007	Muldon, Aberdeen...	Mobile and Ohio R. R. Co.	9.47	189 19.50		....do	14
126008	Middleton, Tenn., Pontotoc, Miss.	Gulf and Chicago R. R. Co.	62.64	389 9		apt. 8.6 by 6.6.....	7
126009	Durant, Aberdeen....	Illinois Central R. R. Co.	109.13	580 21		apt. 16 by 7.1.....	7
126010	Natchez, Jackson....	Louisville, New Orleans and Texas Rwy. Co.	99.34	1,295 15		apt. 10.10 by 7.6.....	11
126011	Vacant.						
126012	Greenwood, Peete....	Illinois Central R. R. Co.	18.19	17 11.70		no apt.....	3
126013	Vacant.						
126014	Artesia, Columbus...	Mobile and Ohio R. R. Co.	14	295 17.40		....do	14
126015	Artesia, Stackville....	.....do	11.52	233 32		....do	12
126016	Meridian, Miss., New Orleans, La.	New Orleans and Northeastern R. R. Co.	196.11	3,816 14		r. p. o. cars, 55 by 9 and 50 by 9 (1 l. 40 feet authorized).	14
126017	Clarksdale, Minter City.	Louisville, New Orleans and Texas Rwy. Co.	39.65	136 13.60		no apt.....	6
126018	Jackson, Greenwood.	Illinois Central R. R. Co.	98.63	725 20		apt. 14.7 by 7.2.....	6
126019	Memphis, Tenn., New Orleans, La.	Louisville, New Orleans and Texas Rwy. Co.	457	3,154 28.80		apt. 15.5 by 9 and 7.1 by 5.9.	16.17
126020	Leland, Miss., Arkansas City, Ark.	.....do	23.64	660		apt. 8.4 by 6.8.....	11.29
126021	Memphis, Tenn., Birmingham, Ala.	Kansas City, Memphis and Birmingham R. R. Co.	251.80	2,014 24.70		apt. 27.10 by 9.....	15.36
126022	Wilzinski Junction, (n. o.), Rolling Fork.	Louisville, New Orleans and Texas Rwy. Co.	44.44	574 22.60		apt. 8.4 by 6.8.....	7.70
126023	Durant, Tchula.....	Illinois Central R. R. Co.	26.64	198 15		no apt.....	6
126024	Amory, Aberdeen....	Kansas City, Memphis and Birmingham R. R. Co.	14.03	212 28.60		....do	14

States and Territories in which the contract term expired June 30, 1893, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
59.85		42.75		3,086.46		2,209.32		July 1 1891.	Weighted 30 days from Feb. 17, 1892.
42.75				480.08				Apr. 30	Weighted 30 days from Feb. 17, 1892. New.
42.75				1,315.41				May 11	Do.
214.61	55	172.71	58	119,205.12	30,504.65	95,009.49	30,266.05	July 1	Weighted for 30 day from Feb. 17, 1892.
117.14		98.32		11,757.34		9,868.37		July 1	Do.
178.70		130.81		21,638.42	15,908.09			July 1	Weighted 30 days from Feb. 17, 1892. Land grant Jackson to Meridian, 96.16 miles.
142.98		104.64							
100.55		82.08		49,711.92		40,876.38		July 1	Weighted 30 days from Feb. 17, 1892. All land grant. Distance 494.75 miles to Aug. 7 1892.
89.78		82.08		26,165.48		24,040.41		July 1	Weighted 30 days from Feb. 17, 1892.
42.75		42.75		818.66		838.75		July 1	Do.
42.75		47.88		404.84		452.94		July 1	Do.
55.58		42.75		3,481.53		2,879.56		July 1	Do.
67.55		62.41		7,871.73		6,779.59		July 1	Do.
97.47		99.18		9,682.66		9,872.39		July 1	Do.
42.75		42.75		777.62		774.63		July 1	Do.
48.74		60.70		682.36		853.44		July 1	Do.
44.46		42.80		512.17		502.27		July 1	Do.
152.90	25	110.29	26	30,181.32	4,897.50	21,649.92	4,900.00	July 1	Do.
42.75		42.75		1,695.03		1,701.45		July 1	Do.
73.53		65.83		7,252.26		6,613.28		July 1	Do.
144.50		112.00		66,036.50		51,027.20		July 1	Do.
70.97		76.96		1,077.72		1,880.65		July 1	Do.
128.25		64.12		22,208.35		16,132.59		July 1	Do.
66.69		70.11		2,963.70		3,118.58		July 1	Do.
42.75		42.75		1,138.86		1,135.86		July 1	Do.
43.61		42.75		611.84		597.64		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
MISSISSIPPI—continued.							
126025	Lamont, Coahoma....	Louisville, New Orleans and Texas Rwy. Co.	75.51	689	22.30	apt. 8.4 by 6.3	11.67
TENNESSEE.							
127001	Nashville, Lebanon.	Nashville, Chattanooga and St. Louis Rwy. Co.	31.63	1,437	24.80	apt. 18.5 by 7	12
127002	Bristol, Chattanooga.	East Tennessee, Virginia and Georgia Rwy. Co.	242.41	9,839	.....	r. p. o. cars, 40 by 8.10 (21.40 ft. authorized); apt. 39 by 8.9 and 20.3 by 8.7, no apt.	32
127003	Rogersville, Bull's Gap.	.....do.....	16.24	313	16.73	.....	6
127004	Nashville, Chattanooga.	Nashville Chattanooga and St. Louis Rwy. Co.	151.10	12,533	27	r. p. o. cars, 21.50 by 9 (11.40 ft. authorized); apt. 17 by 9.2.	21
127005	Fayetteville, Dechard.	.....do.....	39.14	622	26	apt. 10.8 by 6.6	12
127006	Nashville, Tenn., Decatur, Ala.	Louisville and Nashville R. R. Co.	122.03	9,722	28.42	r. p. o. cars, 45 by 9 (11.40 ft. authorized); apt. 25 by 8.10.	17
127007	Nashville, Tenn., Hickman, Ky.	Nashville Chattanooga and St. Louis Rwy. Co.	169.01	3,459	21.40	apt. 20 by 9	15
127008	Knoxville, Jellico....	East Tennessee, Virginia and Georgia Rwy. Co.	66.47	2,023	27.50	apt. 20 by 9 and 15 by 9.	11
127009	Morristown, Tenn., Kinsol, (n. o.) N. C.	.....do.....	43.80	1,382	25.87	apt. 20.3 by 8.7	7
127010	Tracy City, Cowan Tenn.	Nashville, Chattanooga and St. Louis Rwy. Co.	20.02	239	17.30	apt. 12 by 6.10	13
127011	Ooltewah, Tenn., Cohutta, Ga.	East Tennessee, Virginia and Georgia Rwy. Co.	11.56	2,883	27.60	apt. 30 by 8.9.	21
127012	Dunlap, Tenn., Bridgeport, Ala.	Nashville, Chattanooga and St. Louis Rwy. Co.	38	219	17.20	apt. 20 by 9.	7.58
127013	Tullahoma, Bon Air Coal Mine.	.....do.....	67.24	657	13.10	apt. 15 by 8.6	11
127014	Knoxville, Marysville.	Knoxville and Augusta R. R. Co.	16.75	273	13.89	apt. 12.4 by 5.10	6
127015	Columbia, Fayetteville.	Nashville, Chattanooga and St. Louis Rwy. Co.	48.50	297	.....	apt. 10.3 by 6.6	7.25
127016	Dickson, Kimmins	.....do.....	47.12	254	10	apt. 6.10 by 6.5	6
127017	Columbia, Tenn., Sheffield, Ala.	Nashville, Florence and Sheffield R. R. Co.	86.28	603	24.40	apt. 17.8 by 9	6
127018	Johnson City, Tenn., Cranberry, N. C.	East Tennessee and Western North Carolina R. R. Co.	34.12	298	10.37	apt. 15.7 by 7.4	12
127019	Moscow, Somerville.	Memphis and Charleston R. R. Co.	13.56	129	14.50	no apt.	12
127020	Wartrace, Shelbyville.	Nashville, Chattanooga and St. Louis Rwy. Co.	8.36	533	20	no apt.	12
127021	Vacant.						
127022	Keathley, Clinton....	East Tennessee, Virginia and Georgia Rwy. Co.	30.50	1,883	22.50	apt. 15 by 9.5	14
127023	Vacant.						
127024	Clarksville, Tenn., Princeton, Ky.	Louisville and Nashville R. R. Co.	56.58	194	15.90	apt. 10 by 9.5	6
127025	Inman, Victoria	Nashville, Chattanooga and St. Louis Rwy. Co.	5.22	30	12	no apt.	6
127026	Gallatin, Tenn., Scottsville, Ky.	Chesapeake and Nashville Rwy. Co.	35.93	203	10	apt. 11.3 by 6.6	6

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
71.82		74.39		5,423.12		5,631.82		July 1	Weighted 80 days from Feb. 17, 1892.
103.46		69.25		3,271.40		2,182.76		July 1	Do.
222.30	50	179.55	50	53,887.74	12,105.00	43,592.94	12,135.00	July 1	Do.
50.45		47.88		819.30		801.03		July 1	Do.
251.37	25	188.10	25	37,962.00	3,777.50	28,403.10	3,775.00	July 1	Do.
69.28		54.72		2,710.83		2,211.23		July 1	Do.
221.45	25	176.98	25	27,023.54	3,045.00	21,547.31	3,039.00	July 1	Do.
148.77		124.23		25,143.61		22,996.75		July 1	Do.
128.26		86.35		8,306.52		5,656.78		July 1	Do.
101.75		82.93		4,456.65		3,607.45		July 1	Do.
45.32		42.75		907.30		856.28		July 1	Do.
140.22		58.99		1,620.94		680.74		July 1	Do.
43.61		42.75		1,657.18		1,627.06		July 1	Do.
70.11		64.13		4,714.19		4,339.03		July 1	Do.
47.88		42.75		801.99		760.09		July 1	Do.
49.59		42.75		2,405.11		2,089.19		July 1	Do.
46.17		42.75		2,175.53		2,012.24		July 1	Do.
68.40		63.27		5,901.55		5,494.99		July 1	Do.
49.59		42.75		1,692.01		1,461.62		July 1	Do.
42.75		42.75		579.69		580.11		July 1	Do.
64.98		52.15		543.23		435.97		July 1	Do.
122.12		76.96		3,755.16		2,352.36		July 1	Do.
42.75		42.75		2,418.79		2,459.40		July 1	Do.
42.75		42.75		223.15		242.82		July 1	Do.
42.75		47.03		1,536.00		1,686.06		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	TENNESSEE—cont'd.		Miles.	Pounds.		Feet and inches.	
127027	Memphis, Perryville.	Tennessee Midland Ry. Co.	125.50	756 24		apt. 12.3 by 7.3	7
127028	Vacant.						
127029	Lebanon, Carthage ..	Nashville and Knoxville R. R. Co.	37.50	501 12		apt. 10 by 6	6
127030	Knoxville, Tenn., Middlesboro, Ky.	Knoxville, Cumberland Gap and Louisville R. R. Co.	68.90	422 21.51		apt. 14 by 9	6
127031	Bridgea, Cookeville..	Nashville and Knoxville R. R. Co.	31.36	248 12		apt. 10 by 6	6
127032	Vacant.						
127033	Etna, Mannie	Southern Iron Co..	21.32	162 15		no apt.	6
127034	Knoxville, Tenn., Blue Ridge, Ga.	Marietta and North Georgia Ry. Co.	122.02	317 26.60		apt. 11 by 7	7
	KENTUCKY.						
129001	Elkton, Guthrie	Louisville and Nashville R. R.	11.97	227 16		no apt.	12
129032	Cincinnati, O., Lexington, Ky.	.....do	99.10	2,448 27		apt. 14 by 9, 2 l. to Paris, 79.9 m.; no apt. residue.	20.41
129033	Lagrange, Lexington	.....do	67.21	2,052 26		apt. 18.8 by 9.3, 2 l.	19
129004	Cincinnati, O., Louisville, Ky.	.....do	110.10	29,865 28		r. p. o. 50 by 9, 2 l.; apt. 20 by 9, 1½ l. to Lagrange, 83.1 m.; 3½ l. residue, 27 m.	52.96
129005	Louisville, Ky., Nashville, Tenn.	.....do	186.14	25,148 29		r. p. o. 50 by 9, 2 l.; apt. 20 by 9, 4 l. to Bardstown Junction, 22.1 m.; 3 l. thence to Lebanon Junction, 7.6 m.; 1 l. residue.	25.15
129006	Bardstown Junction, Springfield.	.....do	37.62	574 14		apt. 16.6 by 8.4, 1 l.	12
129007	Lebanon Junction, Ky., Jellico, Tenn.	.....do	171.54	3,809 22		apt. 20 by 9, 2 l.	14
129008	Bowling Green, Ky., Memphis, Tenn.	.....do	263.22	11,245 26		r. p. o. 45 by 9.4, 1 l.; apt. 18.6 by 9.4, 1 l.	16.15
129009	Louisville, Ky., Memphis, Tenn.	Newport News and Mississippi Valley Co.	392.68	3,081 26		apt. 20 by 9, 2 l.	17.44
129010	Elizabethtown, Cecilian.	.....do	6.40	131 20		no apt.	12
129011	Glasgow Junction, Glasgow.	Louisville and Nashville R. R.	11.14	498 18		.....do	13
129012	Anchorage, Shelbyville.	.....do	19.95	475 17		apt. 10.4 by 7.4, 1 l.	12
129013	Webbville, Greenup..	Eastern Kentucky Rwy.	37.06	271 11		apt. 12 by 6.2, 1 l.	8.63
129014	Owensboro, Adairville.	Owensboro and Nashville Rwy.	85.83	672 20		apt. 8.4 by 6, 1 l. to Russellville, 72.33 m.; no apt. residue.	9.34
129015	Maysville, Paris	Louisville and Nashville R. R.	50.17	754 21		apt. 14 by 9, 1 l.	12
129016	Lexington, Ashland..	Elizabethtown, Lexington, and Big Sandy R. R.	124.10	1,701 29		apt. 12.6 by 9, 1 l.	18.06
129017	Cincinnati Junction (n. o.), L. & N. Junction (n. o.)	Louisville and Nashville R. R.	4.50	30,408 28		r. p. o. 50 by 9, 2 l.; apt. 20 by 9, 1½ l.	27
129018	Richmond, Livingston.	.....do	37.04	670 24		apt. 14 by 9, 1 l.	6
129019	Johnson Junction, Hillsboro.	Covington, Flemingsburg, and Ashland Rwy.	16.90	171 12		no apt.	10.81
129020	Cincinnati, Ohio, Chattanooga, Tenn.	Cincinnati, New Orleans, and Texas Pacific Rwy.	338.70	18,992 28		r. p. o. 50 by 9.2, 3 l. (2 l. authorized; apt. 22.3 by 9.2, 1 l. to Junction City, 121.4 m.; no apt. residue.	23.66

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
74.39		48.74		10,079.84		8,603.77		July 1	Weighed 30 days from Feb. 17, 1892.
64.13		48.17		2,404.87		1,740.60		July 1	Do.
58.14		53.87		4,000.03		3,926.58		July 1	Do.
48.17		48.17		1,447.89		1,447.89		July 1	Do.
50.45				600.00 6,155.90		300.00 2,500.00		July 1	Agreement. Weighed for 30 days from Feb. 17, 1892. \$2,500 by agreement to June 30, 1892.
44.46		42.75		532.18		515.99		July 1	Weighed 30 days from Feb. 17, 1892.
134.24		137.05		13,303.18		13,753.98		July 1	Do.
128.25		112.86		8,619.68		7,597.72		July 1	Do.
436.05	80	380.81	80	48,009.10	8,720.00	39,725.18	8,720.00	July 1	Do.
385.61	80	318.91	80	71,777.44	14,891.20	59,361.93	14,891.20	July 1	Do.
68.69		53.01		2,508.87		1,947.58		July 1	Do.
153.90		133.38		26,400.00		22,866.66		July 1	Do.
237.09	30	218.88	30	62,564.76	7,882.80	57,499.77	7,879.58	July 1	Do.
143.64		120.55		56,404.55		47,265.60		July 1	Do.
42.75		42.75		273.60		265.90		July 1	Do.
63.27		55.57		704.82		612.93		July 1	Do.
61.56		61.56		1,228.12		1,196.71		July 1	Do.
47.03		42.75		1,742.93		1,607.39		July 1	Do.
70.97		67.54		6,061.35		5,784.80		July 1	Do.
74.39		76.95		3,732.14		3,883.66		July 1	Do.
115.43		127.39		14,324.86		15,745.41		July 1	Do.
442.89	80	344.56	80	1,993.00	360.00	1,550.52	360.00	July 1	Do.
70.97		56.43		2,628.72		2,084.52		July 1	Do.
42.75		42.75		722.47		722.90		July 1	Do.
319.77	80	236.83	80	108,806.09	27,096.00	80,214.32	27,096.00	July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and terminl.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	KENTUCKY—cont'd.		Miles.	Pounds.		Feet and inches.	
129021	Harrodsburg, Burgin	East Tennessee, Virginia and Georgia Rwy.	5.80	856 23		apt. 17.8 by 8.8, 1 l.....	22.5
129022	Mount Sterling, Rothwell.	Kentucky and South Atlantic R. R.	19.93	182 14		no apt.....	12
129023	Louisville, Prospect..	Louisville and Nashville.	11.24	69 12		....do	9
129024	Lebanon, Greensburg.	....do	31.66	420 13		apt. 9.6 by 7.1, 1 l.....	6
129025	Huntington, W. Va., Cincinnati, O.	Maysville and Big Sandy R. R.	161.83	11,387 30		r. p. o. 50 by 9.2 (40 ft. authorized), 1 l.; apt. 25 by 9.1, over entire route. Add 1 apt. 12.6 by 9 between Huntington and Ashland, 16.03 miles.	22.73
129026	Shelbyville, Bloomfield.	Louisville and Nashville R. R.	27.96	342 16		apt. 10.4 by 7.4, 1 l.....	12
129027	Ashland, Richardson.	Ohio and Big Sandy, R. R.	49.40	745 12		apt. 15.2 by 9.1, 1 l.....	11.55
129028	Kingsville, Yosemite.	Cincinnati and Kentucky Southern R. R.	13	121 20		no apt.....	6
129029	Georgetown, Versailles.	East Tennessee, Virginia and Georgia Rwy.	17.82	32 19		....do	12
129030	Rowland, Richmond.	Louisville and Nashville R. R.	33.56	488 10		apt. 7.10 by 5.8, 1 l.....	6
129031	Madisonville, Providence.	....do	16.66	145 13		apt. 9.5 by 8.10, 1 l.....	6
129032	Paris, Richmond .....	....do	39.84	1,220 21		apt. 12.6 by 9.1, 1 l.....	12.41
129033	Dodge, Jackson	Kentucky Union Rwy.	66.94	446 22		apt. 17.8 by 7.1, 1 l.....	6
129034	Evansville, Ind., Princeton, Ky.	Ohio Valley Rwy....	100.76	1,064 22		apt. 14.6 by 9.1, 1 l.....	13
129035	Morganfield, Uniontown.	....do	7.36	120 16		no apt.....	12.5
129036	Glasgow Junction, Mammoth Cave.	Louisville and Nashville R. R.	8.70	50 10		....do	7
129037	Corbin, Ky., Cumberland Gap., Tenn.	....do	47.66	901 15		apt. 16 by 9.1, 1 l.....	14
129038	Elizabethtown, Hodgenville.	Hodgenville and Elizabethtown, Rwy.	11.63	162 20		no apt.....	12
129039	Louisville, Lexington	East Tennessee, Virginia and Georgia Rwy.	87.30	921 24		apt. 17.8 by 8.8, 1 l. to Lawrenceburg, 6.33 m; no apt. residue.	13.5
129040	Louisville, Henderson	{ Louisville, St. Louis and Texas Rwy. }	{ 142.06 }	1,269 25		apt. 15 by 8.9, 1 l.....	31
129041	Frankfort, Paris	Kentucky Midland Rwy.	41.66	181 26		no apt.....	12
129042	Owensborough, Fordsville.	Owensboro, Falls of Rough and Green River R. R.	26.14	106 15		....do	6
129043	Lawrenceburg, Harrodsburg.	East Tennessee, Virginia and Georgia Rwy.	21.31	697 22		apt. 17.8 by 8.8, 1 l.....	13
129044	Irrington, Fordsville	Louisville, Hardinsburg and Western Rwy.	41.30	187 11		apt. 14.8 by 8.10, 1 l.....	6
129045	Lexington, Dodge....	Kentucky Union Rwy.	27.93	549 22		apt. 17.8 by 7.1, 1 l.....	6

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
78.06		52.15		456.22		303.51		July 1	Weighed 30 days from Feb. 17, 1892.
42.75		42.75		852.00		831.05		July 1	Do.
42.75		42.75		480.51		471.53		July 1	Do.
58.14		54.72		1,840.71		1,765.81		July 1	Do.
238.55	25	135.00	25	38,004.54	4,035.00	21,783.26	4,009.75	July 1	Do.
52.16		43.60		1,458.39		1,208.60		July 1	Do.
74.39		55.57		3,074.86		2,773.50		July 1	Do.
42.75		42.75		555.75		502.74		July 1	Do.
42.75		42.75		761.80		825.07		July 1	Do.
63.27		43.60		2,122.70		1,522.07		July 1	Do.
42.75		42.75		711.78		712.64		July 1	Do.
94.91		100.03		3,781.21		3,976.19		July 1	Do.
59.85		55.58		4,008.75		3,747.20		July 1	Do.
88.92		74.89		8,959.57		7,488.84		July 1	Do.
42.75		42.75		314.64		295.39		July 1	Do.
42.75		42.75		371.92		363.80		July 1	Do.
81.23		70.97		3,871.42		3,363.98		July 1	Do.
42.75		42.75		497.18		500.17		July 1	Do.
82.08		77.81		7,165.58		6,792.81		July 1	Do.
{ 17.96		14.54		12,089.70		9,043.63		July 1	Weighed 30 days from Feb. 17, 1892. Lap service between Louisville and West Point on route No. 129009, 20.8 miles at \$17.96 per mile.
{ 96.02		71.82							
42.75		42.75		1,780.96		1,707.70		July 1	Weighed 30 days from Feb. 17, 1892.
42.75		42.75		1,117.48		1,144.84		July 1	Do.
71.82		75.24		1,530.48		1,077.85		July 1	Do.
42.75		42.75		1,765.57		1,761.72		July 1	Do.
65.84				1,838.91		100.00		July 1	Weighed 30 days from Feb. 17, 1892. \$100 per annum to June 30, 1892, by agreement.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	KENTUCKY—cont'd.		Miles.	Pounds.		Feet and inches.	
129046	Dempster Junction (n. o.), Falls of Rough.	Louisville, Hardinsburg and Western Rwy.	4.85	36 11		apt. 14.8 by 8.10, 11...	6
129047	Paducah, Ky., Hollow Rock, Tenn.	Paducah, Tennessee and Alabama R. R.	89.99	532 21		apt. 15.10 by 7.2, 11...	12 12
129048	Versailles, Irvine	Richmond, Nicholasville, Irvine and Beattyville R. R.	61.37	330 20		apt. 16.3 by 7.3, 11....	6
	OHIO.						
131001	Bellaire, Columbus...	Baltimore and Ohio R. R.	136.76	19,517 30		r. p. o. 60 by 9.1, 11. 103.66 miles; apt. 25 by 8.10, 11. to Newark.	23.94
131002	Pittsburg, Pa., Chicago, Ill.	Pennsylvania Co....	468.20	43,667 30		r. p. o. 60 by 9.1, 3 lines (2 1.60 ft. and 1 1.50 feet auth.); apt. 24 by 9, 3½ lines to Kenwood Junction (n. o.), 2½ l. thence to Crestline; ½ l. residue.	27.24
131003	Pittsburg, Pa., Bellaire, Ohio.	.....do	94.79	7,100 22		apt. 20 by 9, 8 1. to Wellsville; 2 l. residue.	25.93
131004	Hudson, Columbus...	Cleveland, Akron and Columbus Rwy.	144.63	1,708 40		apt. 20 by 9, 11.....	22.41
131005	Cleveland, Ohio, Pymatuning, (n. o.) Pa.	New York, Lake Erie and Western R. R.	89.20	8,189 30		apt. 21.8 by 8.10 (av.); 2 l. to Leavittsburg 3 l. thence to Youngstown; 1 l. residue.	34.50
131006	Cleveland, Wellsville.	Pennsylvania Co....	101.35	14,005 25		apt. 20 by 9, 4 l. to Hudson; 3 l. residue.	27.46
131007	Elyria, Millbury.....	Lake Shore and Michigan Southern Rwy.	74.90	78,867 37		r. p. o. 60 by 9, 5 l. 74.20 miles; apt. 17 by 7, 11.; 36 by 9, 11.	34.50
131008	Bayard, New Philadelphia.	Pennsylvania Co....	82.40	657 18		apt. 20 by 9, 21.....	12
131009	Cleveland, Sherodsville.	Cleveland and Canton R. R.	107.73	1,067 21		apt. 20 by 9, 11.....	16.28
131010	Sandusky, Newark ..	Baltimore and Ohio R. R.	145.84	19,588 31		r. p. o. 60 by 9, 11. 87.24 m.; apt. 25 by 8.10, 11.	26.17
131011	Xenia, Dayton	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	16.48	19,819 27		r. p. o. 60 by 9, 1½ l. (not auth.); apt. 19.3 by 9, 11.	34.
131012	Springfield, Sandusky.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	130.20	1,374 28		apt. 20 by 9, 11.....	12.
131013	Columbus, Delaware ..	.....do	24.76	30,272 31		r. p. o. 50 by 9, 21. 24.10 m.; apt. 40 by 9, 1 l. (not auth.).	37.
131014	Columbus, Cincinnati	Pittsburg Cincinnati, Chicago and St. Louis Rwy.	119.50	41,141 32		r. p. o. 60 by 9, 1, 2 l.; apt. 20 by 9, 1 l.	34.42
131015	Columbus, Ohio, Indianapolis, Ind.	.....do	188.25	78,705 30		r. p. o. 60 by 9, 5 l.; 50 by 9, 11. 184.20 miles; apt. 19.6 by 9, 1 l.	28.12
131016	Gallon, Ohio, Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	204.66	6,241 28		r. p. o. 40 by 9, 1 l., 203.76 m.	26.41
131017	Blanchester, Hillsboro	Baltimore and Ohio Southwestern R. R.	22.05	719 20		no apt.	12
131018	Portsmouth, Hamden Junction.	.....do	56.38	431 21		apt. 11 by 7.4, 11.....	12

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. care.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. care.	Amount for annual pay for transportation.	Amount of annual pay for r. p. o. care.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. care.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
42.75		42.75		207.83		202.63		July 1	Weighted 30 days from Feb. 17, 1892.
64.98				5,847.55		1,777.32		July 1	Weighted 30 days from Feb. 17, 1892. \$1,777.32 per annum to June 30, 1892, by agreement.
51.30				3,148.28		1,475.00		July 1	Weighted 30 days from Feb. 17, 1892. \$1,475 per annum to June 30, 1892, by agreement.
325.76	50	216.31	50	44,550.93	5,183.00	29,617.16	5,190.06	July 1	Weighted 30 days from March 23, 1892.
583.97	140	413.82	140	273,414.75	35,548.00	193,750.52	65,548.00	July 1	Do.
198.23		180.40		18,316.27		17,100.11		July 1	Do.
118.43		100.08		16,694.64		14,470.34		July 1	Do.
204.35		175.28		18,228.02		15,508.77		July 1	Do.
266.76		235.12		27,036.12		23,829.41		July 1	Do.
980.17	250	330.89	100	71,916.73	18,560.00	24,820.05	7,416.00	July 1	Do.
70.11		66.69		2,271.56		2,156.06		July 1	Do.
88.07		66.69		9,487.78		7,370.57		July 1	Do.
326.61	50	210.33	50	37,634.50	4,362.00	24,511.86	4,390.00	July 1	Do.
329.18		130.81		5,424.88		2,155.75		July 1	Do.
100.89		92.34		13,125.87		12,022.66		July 1	Do.
440.33	80	177.84	80	10,902.57	1,928.00	4,353.52	1,917.60	July 1	Do.
556.64	100	462.56	100	66,514.89	11,960.00	55,229.66	11,940.00	July 1	Do.
958.46	290	1,080.02	290	180,430.09	53,418.00	192,141.16	53,977.80	July 1	Do.
183.83	25	165.87	25	37,622.64	5,064.00	33,852.40	5,079.00	July 1	Do.
72.68		66.69		1,602.59		1,461.84		July 1	Do.
59.00		58.14		3,323.47		3,276.18		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	OHIO—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
131019	Toledo, Ohio, Quincy, Ill.	Wabash R. R.	475.30	17,583	30	r. p. o. 80 by 9 and 50 by 9, 1 l.; 203.69 m.; 60 by 9, 1 l.; 50 by 9, 1 l.; 40 by 9, 1 l.; 119.63 m.; 40 by 9, 1 l.; 151.98 m.; apt. 86 by 9.5, 1 l. to Lafayette.	20.78
131020	Sandusky, Ohio, Peoria, Ill.	Lake Erie and Western R. R.	416.59	1,112	26	apt. 18.4 by 9.2, 1 l. to Tipton; 2 l. thence to Lafayette; 1 l. residue.	15.56
131021	Carey, Findlay.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	15.85	189	26	no apt.	14.48
131022	Dayton, Ohio, Union City, Ind.	Dayton and Union R. R.	47.13	582	26	apt. 11 by 7.6, 1 l.	13.20
131023	Dayton, Toledo.	Dayton and Michigan R. R.	143.60	12,951	31	r. p. o. 50 by 9.2, 2 l.; (11.50 feet and 11.40 feet authorized).	30.55
131024	Hamilton, Ohio, Indianapolis, Ind.	Cincinnati, Hamilton and Indianapolis R. R.	100.06	4,235	38	apt. 20 by 9, 2 l.	28
131025	Cincinnati, Ohio, Richmond, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	74.50	5,634	28	r. p. o. 60 by 9, 1 l. (40 feet authorized); apt. 20.10 by 9.3, 1 l.	19
131026	Cincinnati, Dayton. .	Cincinnati, Hamilton and Dayton R. R.	59.10	13,825	32	r. p. o. 50 by 9.2, 2 l. (11.50 feet and 1 l. 40 feet authorized); apt. 20 by 9, 1 l., to Hamilton.	60.96
131027	Xenia, Springfield. .	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	19.78	1,445	27	apt. 19.3 by 9, 1 l.	13
131028	Cincinnati, Ohio, Parkersburg, W. Va.	Baltimore and Ohio Southwestern R. R.	195.63	38,260	34	r. p. o. 60 by 9.1, 2 l.; 195.30 m.; apt. 16 by 9.2, 2 l. to Midland City; 1 l. residue.	25.97
131029	Morrow, Trinway. . .	Cincinnati and Muskingum Valley Rwy.	143.61	1,168	25	apt. 16.6 by 8.9, 2 l.	19.77
131030	Dayton, Ohio, Richmond, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	41.50	18,295	33	r. p. o. 60 by 9, 1½ l. (not authorized); apt. 19.3 by 9, 1 l.	34
131031	Harrison, Ohio, Beeson (n. o.) Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	48.92	518	25	apt. 11.3 by 7.6, 1 l. to Connersville.	11.31
131032	Pittsburg, Pa., Columbus, Ohio.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	190.90	107,651	32	r. p. o. 60 by 9, 7 l.; 50 by 9, 1 l.; apt. 20.9 by 9. (av.), 3 l. to Steubenville.	43.34
131033	Columbus, Springfield	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	45.00	29,387	32	r. p. o. 50 by 9, 2 l.; apt. 20 by 9, 2 l.	42.50
131034	Salamanco, N. Y., Dayton, Ohio.	New York, Lake Erie and Western R. R.	389.09	3,551	28	apt. 24.8 by 8.9, 1 l. to Pymatuning; no clerk thence to Leavittsburg; 2 l. thence to Dayton.	23.85
131035	Sharpsburg Junction (n. o.), Amesville.	Toledo and Ohio Central Extension R. R.	1.88	224	20	apt. 8.4 by 6.8, 1 l.	6
131036	Columbus, Athens. .	Columbus, Hooking Valley and Toledo Rwy.	76.58	1,816	25	apt. 16.3 by 9, 2 l.	15.67
131037	Niles, New Lisbon. .	New York, Lake Erie and Western R. R.	33.97	583	20	apt. 6.6 by 6.6, 1 l.	13
131038	Newark, Shawnee. . .	Baltimore and Ohio R. R.	44.02	339	27	apt. 18 by 8.6, 1 l.	12
131039	Delphos, Dayton. . .	Cincinnati, Dayton and Chicago R. R.	95.20	583	25	apt. 14 by 7.4, 1 l.	6
131040	Marietta, Valley Junction (n. o.).	Cleveland and Marietta Rwy.	105.11	903	22	apt. 20 by 9, 1 l.	11.64

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
305.24	90	216.63	90	145,080.57	35,872.05	124,078.02	35,821.05	July 1	Weighed 30 days from Mar. 23, 1892.
89.78		71.82		87,401.45		29,964.01		July 1	Do.
42.75		42.75		677.58		662.62		July 1	Do.
67.55		50.44		3,183.63		2,375.73		July 1	Do.
255.65	65	188.10	65	86,711.34	9,334.00	27,067.59	9,353.50	July 1	Do.
150.80		124.83		15,938.59		12,499.22		July 1	Do.
176.99	25	133.38	25	13,185.75	1,662.59	9,910.13	1,857.50	July 1	Do.
265.05	65	212.89	65	15,664.45	3,841.50	12,581.80	3,841.50	July 1	Do.
104.31		82.93		2,063.25		1,648.65		July 1	Do.
525.83	100	410.40	100	102,868.12	19,530.00	80,151.12	19,530.00	July 1	Do.
92.84		87.21		13,722.64		12,960.27		July 1	Do.
812.93		135.94		12,986.59		5,641.51		July 1	Do.
64.13		73.53		3,137.23		3,597.08		July 1	Do.
1,387.97	390	1189.31	390	242,055.47	74,451.00	227,158.21	74,490.00	July 1	Do.
430.92	80	132.00	80	19,301.40	3,600.00	5,963.41	3,600.00	July 1	Do.
150.48		134.23		58,534.72		52,153.72		July 1	Do.
44.46		42.75		83.58		70.11		July 1	Do.
119.70		105.16		9,166.62		8,071.03		July 1	Do.
67.55		57.28		2,294.67		1,948.09		July 1	Do.
52.16		47.02		2,296.08		2,070.76		July 1	Do.
67.55		48.73		6,430.76		4,639.10		July 1	Do.
81.23		76.95		8,538.08		8,159.00		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	OHIO—continued.		Miles.	Pounds.		Feet and inches.	
131041	Lorain, Bridgeport...	Cleveland, Lorain and Wheeling R. R.	157.35	1,389 25		apt. 17 by 9, 1 l. Elyria to Bridgeport.....	10.01
131042	Cleveland, Cincinnati.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	242.20	23,826 31		r. p. o. 50 by 9, 2 l.; 40 by 9, 1 l., 79.80 m.; 50 by 9, 2 l., 34.10 m.; 50 by 9, 2 l., 78.20 m.; apt. 20 by 9, 1 l. Delaware to Cincinnati.	30.55
131043	Mansfield, Toledo....	Pennsylvania Co.	85.60	1,762 27		apt. 20.2 by 8.10, 1 l....	18
131044	Ashtabula, Ohio, Mahoningtown, Pa.	.....do	78.40	720 24		apt. 20 by 9, 1 l.....	12.02
131045	Toledo, Ohio, Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	133.59	59,914 38		r. p. o. 60 by 9, 5 l., 133.30 m.	34.96
131046	Painesville, Youngstown.	Pittsburg and Western Rwy.	61.80	568 23		apt. 18.6 by 8.6, 1 l....	6
131047	Chicago, Ohio, Chicago, Ill.	Baltimore and Ohio R. R.	278.83	21,550 29		r. p. o. 60 by 9, 1, 1 l. 278.65 m.	30
131048	Morgan Junction, Cumberland.	Eastern Ohio R. R.	19.33	99 25		no apt.....	6
131049	Marietta, Ohio, Parkersburg, W. Va.	Baltimore and Ohio Southwestern R. R.	14.17	1,303 20		.....do	21
131050	Deshler, Findlay.....	Columbus, Findlay and Northern Rwy.	18.11	458 27		.....do	20.61
131051	Columbus, Ohio, Kenova, W. Va.	Norfolk and Western R. R.	139.53	3,021 27		apt. 15 by 9, 2 l.....	20
131052	Cincinnati, Portsmouth.	Cincinnati, Portsmouth and Virginia R. R.	106.84	1,043 25		apt. 19.8 by 9, 1 l.....	10.99
131053	Columbus, Toledo....	Columbus, Hooking Valley and Toledo Rwy.	123.70	1,645 28		apt. 16.3 by 9, 1 l.....	22.39
131054	Dayton, Ironton	Cincinnati, Dayton and Ironton R. R.	168.86	411 23		apt. 20 by 9, 1 l.....	8.98
131055	Toledo, Thurston	Toledo and Ohio Central Rwy.	148.12	806 25		apt. 20.9 by 9, 2, 1 l....	8.94
131056	St. Clairsville, Steel..	Baltimore and Ohio R. R.	6.93	228 14		no apt.....	12
131057	Springfield, Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	140.76	6,729 28		apt. 22.5 by 8.5, 2 l....	13
131058	Wellston, Springfield.	Ohio Southern R. R.	118.12	503 29		apt. 15 by 6.6, 1 l.....	9.09
131059	College Hill Junction (n.o.), Mount Healthy.	Cincinnati and Northwestern Rwy.	7.07	154 20		no apt.....	13.63
131060	Columbia, Georgetown.	Cincinnati, Georgetown, and Portsmouth R. R.	42.35	1,184 20		apt. 10 by 7.6, 2 l.....	12.50
131061	Toledo, East St. Louis, Ill.	Toledo, St. Louis and Kansas City R. R.	452.37	1,460 31		apt. 20 by 9, 1 l.....	7.10
131062	Andover, Youngstown.	Lake Shore and Michigan Southern Rwy.	30.14	1,285 27		apt. 17 by 9, 1 l.....	19
131063	Bellaire, Zanesville..	Bellaire, Zanesville and Cincinnati Rwy.	112.46	597 14		apt. 11.2 by 5.8, 1 l....	8.25
131064	Stewart Junction (n.o.), Sharpsburg.	Toledo and Ohio Central Extension R. R.	8.90	157 20		apt. 8.4 by 6.4, 1 l.....	6
131065	Vacant.						
131066	Hillsboro, Sardinia.	Cincinnati, Portsmouth and Virginia R. R.	19.52	158 14		no apt.....	6

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
101.75		87.21		16,010.36		13,790.51		July 1	Weighted 30 days from Mar. 23, 1892.
371.93	105	324.04	105	90,081.44	17,363.00	78,391.75	17,340.70	July 1	Weighted 30 days from Mar. 23, 1892. r. p. o. 112.30 m., at \$80 per m.; 79.80 m., at \$105 per m.
117.99		74.28		10,099.94		6,366.93		July 1	Weighted 30 days from Mar. 23, 1892.
73.53		51.20		5,764.75		4,042.95		July 1	Do.
757.58	250	710.51	245	101,198.43	33,525.00	95,187.02	32,751.60	July 1	Do.
66.69		47.69		3,476.34		2,413.75		July 1	Weighted 30 days from Mar. 23, 1892. 15.09 m. lap service on route 131076, at \$23.94 per m.
347.13	50	190.66	50	96,790.25	13,932.50	51,722.24	13,555.00	July 1	Weighted 30 days from Mar. 23, 1892.
42.75		42.75		826.35		756.67		July 1	Do.
98.33		88.35		1,393.33		1,214.08		July 1	Do.
60.71		42.75		1,099.45		840.45		July 1	Do.
142.79		135.09		19,923.48		18,088.65		July 1	Weighted 30 days from Mar. 23, 1892. Includes extension, Coal Grove to Kenova. By agreement.
87.21		82.94		9,317.51		8,901.12		July 1	Weighted 30 days from Mar. 23, 1892.
122.86		85.50		13,960.78		10,576.35		July 1	Do.
57.29		46.17		9,673.98		7,795.35		July 1	Do.
76.96		80.37		11,397.83		11,905.20		July 1	Do.
44.46		46.17		308.10		316.27		July 1	Do.
188.96		95.76		26,508.00		13,348.94		July 1	Do.
64.13		52.15		7,575.03		6,173.00		July 1	Do.
42.75		42.75		302.24		302.24		July 1	Do.
93.20		75.24		3,947.02		3,172.87		July 1	Do.
105.17		64.12		47,575.75		4,751.93		July 1	Weighted 30 days from Mar. 23, 1892. Covers routes 131065, 133033, and 133046, from July 1, 1892.
97.47		56.43		3,814.97		2,212.05		July 1	Weighted 30 days from Mar. 23, 1892.
67.55		58.14		7,596.67		6,538.42		July 1	Do.
42.75		42.75		380.47		380.47		July 1	Do.
42.75		42.75		834.48		830.20		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	OHIO—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
131067	Bergholz, Phalanx Station.	Lake Erie, Alliance and Southern Rwy.	62.04	416 15		apt. 5.10 by 9, 1 l. to Alliance; 2 l. residue.	8.47
131068	Columbus, Corning..	Toledo and Ohio Central Rwy.	65.20	1,556 25		apt. 20 by 9, 2 l. to Thurston; 1 l. residue.	14.93
131069	Columbus, Zanesville.	Columbus, Shawnee and Hocking Rwy.	67.56	760 27		apt. 13.6 by 6.6, 1 l. to Fultonham.	13.50
131070	Tontogany, North Baltimors.	Bowling Green R. R.	21.36	164 21		no apt.....	14.56
131071	Valley Junction (n. o.), Harrison.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	7.92	1,002 24		apt. 11.8 by 7.6, 1 l....	12
131072	Edison, Mount Gilead.	do	2.37	264 13		no apt.....	21
131073	Cleveland, Zoar Station.	Valley Rwy.....	76.52	1,319 30		apt. 20 by 9, 1 l.....	19.64
131074	Logan, Pomeroy.....	Columbus, Hocking Valley and Toledo Rwy.	83.69	1,411 25		apt. 16.3 by 9, 2 l.....	12
131075	Addison, Mich., Franklin.	Cincinnati, Jackson and Mackinaw R.R.	187.68	807 26		apt. 22.9 by 9, 1 l.....	9
131076	Akron, New Castle Junction (n. o.), Pa.	Pittsburg and Western Rwy.	78.40	663 26		apt. 18.6 by 8, 1 l.....	6
131077	Nelsonville, New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	19.80	447 20		apt. 15.9 by 9, 2 l.....	12
131078	Cincinnati, Dodds....	Cincinnati, Lebanon and Northern Rwy.	37.60	604 20		apt. 8 by 5.6, 1 l.....	15.92
131079	Chagrin Falls Junction (n. o.), Chagrin Falls.	Cleveland, Chagrin Falls and Northern R. R.	8.10	240 24		no apt.....	18
131080	Toledo, Steubenville	Wheeling and Lake Erie Rwy.	225.72	618 30		apt. 16 by 9, 1 l.....	8.60
131081	Delphos, Carey.....	Pittsburg, Akron and Western R. R.	56.39	515 20		apt. 17.6 by 7.3, 1 l....	6
131082	St. Marys, Minster...	Lake Erie and Western R. R.	10.78	221 19		no apt.....	6
131083	Means, Cadiz.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	8.11	912 12		do	21
131084	Logan, New Straitsville.	Columbus, Hocking Valley and Toledo Rwy.	13.21	592 24		apt. 15.9 by 9, 2 l.....	12
131085	Fultonham, Redfield.	Columbus, Shawnee and Hocking Rwy.	7.05	399 20		apt. 13.6 by 6.6, 1 l. to Buckeye Cottage.	12
131086	Alliance, Nilea.....	Pennsylvania Co....	27.69	313 25		no apt.....	9.50
131087	Huron, Norwalk.....	Wheeling and Lake Erie Rwy.	14.13	107 15		do	12
131088	Corning, Gallipolis...	Kanawha and Michigan Rwy.	74.50	1,078 25		apt. 20 by 9, 1 l.....	9.91
131089	Cleveland, Chicago, Ill.	New York, Chicago and St. Louis R. R.	340.39	963 25		apt. 20 by 9, 1 l.....	9.26
131090	Marion, Chicago, Ill.	Chicago and Erie R. R.	269.20	1,360 26		apt. 19 by 9, 1 l.....	19.93
131091	Toledo, Kenton.....	Toledo, Columbus and Cincinnati Rwy.	72.18	451 25		apt. 16.7 by 8.4, 1 l....	19
131092	Canton, Zanesville...	Cleveland and Canton R. R.	85.27	977 27		apt. 20 by 9, 1 l.....	9.85
131093	New Galilee, Pa., New Lisbon.	Pittsburg, Marion and Chicago Rwy.	25.24	351 25		apt. 9.6 by 6, 1 l.....	12
131094	Columbus, Midland City.	Baltimore and Ohio R. R.	71.34	1,839 31		apt. 18.6 by 8, 2 l.....	22

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
58.14		43.60		3,607.00		2,650.88		July 1	Weighted 30 days from Mar. 23, 1892.
108.59		85.50		7,080.06		5,567.76		July 1	Do.
75.24		67.28		2,771.64		2,688.52		July 1	Weighted 30 days from Mar. 23, 1892. 23.60 m. lap service, over route 131068, at \$23.94 per m.; 2.36 m. lap service over route 131029, at \$32.49 per mile.
42.75		44.46		913.14		285.43		July 1	Weighted 30 days from Mar. 23, 1892. Covers route 131107 from July 1, 1892.
85.50		84.64		677.16		655.90		July 1	Weighted 30 days from Mar. 23, 1892.
47.03		46.17		111.46		109.88		July 1	Do.
98.33		76.95		7,524.21		5,845.89		July 1	Do.
102.60		89.77		8,586.59		7,519.13		July 1	Do.
76.95		61.56		14,441.97		11,708.71		July 1	Do.
70.97		55.87		5,564.04		4,385.02		July 1	Do.
59.85		42.75		1,185.03		846.45		July 1	Do.
68.40		52.15		2,571.84		1,960.84		July 1	Weighted 30 days from Mar. 23, 1892. Curtailed to end at Lebanon from July 21, 1892.
45.23		42.61		367.09		373.73		July 1	Weighted 30 days from Mar. 23, 1892.
68.40		80.37		15,439.24		14,114.57		July 1	Weighted 30 days from Mar. 23, 1892. Covering route 131114, from July 1, 1892.
64.12		46.17		2,616.29		2,616.92		July 1	Weighted 30 days from Mar. 23, 1892.
42.61		42.75		470.11		437.33		July 1	Do.
81.23		82.93		658.77		673.39		July 1	Do.
67.55		47.88		892.33		609.99		July 1	Do.
56.43		42.75		397.83		303.95		July 1	Do.
50.45		42.75		1,396.96		1,194.00		July 1	Do.
42.75		42.75		604.05		604.05		July 1	Do.
88.07		54.72		6,561.21		4,087.03		July 1	Do.
82.79		76.09		28,521.27		25,819.61		July 1	Do.
100.89		76.09		27,159.58		20,582.34		July 1	Do.
59.85		61.56		4,319.97		4,462.48		July 1	Do.
82.79		76.10		7,144.77		6,470.78		July 1	Do.
53.01		44.46		1,837.97		1,153.29		July 1	Do.
120.56		86.35		8,600.75		6,156.75		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	OHIO—continued.		Miles.	Pounds.		Feet and inches.	
131095	(Buffalo, N. Y., Elyria, Millbury, Toledo, Toledo, Elkhart, Ind., Elkhart, Ind., Chicago, Ill.)	Lake Shore and Michigan Southern Rwy.	208.10 78.80 8.10 142.80 101.20	139,820	30	r. p. o. 60 by 9, 9 1... r. p. o. 60 by 8, 4 1... r. p. o. 60 by 9, 9 1... r. p. o. 60 by 9, 4 1... r. p. o. 60 by 9, 9 1...	42.30
131096	Marietta, Stewart	Toledo and Ohio Central Extension R. R.	30.56		233	apt. 8.4 by 6.8, 1 1....	6
131097	St. Clairsville, Barton	St. Clairsville Co....	4.14		157	no apt.....	9
131098	Vacant.						
131099	Adelphi, Kingston	Cincinnati, Hooking Valley and Huntington Rwy.	10.09		159	...do.....	12
131100	Zanesville, Marietta	Zanesville and Ohio River Rwy.	74.60		887	apt. 13 by 6.2, 2 1....	12
131101	Danbury, Marblehead	Lakeside and Marblehead R. R.	7		143	no apt.....	12
131102	Killbuck, Trinway	Cleveland, Akron and Columbus Rwy.	34.01		298	apt. 15.2 by 8.6, 1 1....	6
131103	Darlington (n.o.), Dillon	Columbus, Shawnee and Hooking Rwy.	8.52		49	no apt.....	6
131104	Brighton Station (n.o.) Cheviot.	Cincinnati and Westwood R. R.	6		173	...do.....	12
131105	Findlay, Ottawa	Findlay, Fort Wayne and Western R. R.	22.04		67	...do.....	6
131106	Snow Fork Junction (n.o.), Blatchford	Columbus, Hooking Valley and Toledo Rwy.	8.42		145	...do.....	12
131107	Vacant.						
131108	Hamilton, Middletown.	Cincinnati and Dayton R. R.	15.41		82	...do.....	12
131109	Buckeye Cottage, Shawnee.	Columbus, Shawnee and Hooking Rwy.	28.03		306	apt. 13.6 by 6.6, 1 1....	12
131110	Corbet, Triadelphia	...do.....	6.73		35	no apt.....	6
131111	Drakes (n.o.), Gloucester.	...do.....	8.71		23	...do.....	6
131112	Newark, Granville	Newark and Granville Street Rwy.	7.72		166	...do.....	12
131113	Akron, Carey	Pittsburg, Akron and Western R. R.	109.39		418	apt. 17.6 by 7.3, 1 1....	6
131114	Vacant.						
131115	Amesville, Newton (n.o.).	Toledo and Ohio Central Extension R. R.	12		232	apt. 8.4 by 6.8, 1 1....	6
131116	Akron, Chicago	Baltimore and Ohio R. R.	76.03		290	apt. 18.6 by 8, 1 1....	6.56
131117	Warrenton, Wheeling, W. Va.	Wheeling and Lake Erie Rwy.	10.95		57	no apt.....	12.02
	INDIANA.						
133001	Indianapolis, Vincennes.	Pennsylvania Co....	118.27		1,268	apt. 17 by 8.10, 1 1....	12
133002	Indianapolis, Terre Haute.	Terre Haute and Indianapolis R. R.	74.09		84,287	r. p. o. 60 by 9.2, 61 (51.60 ft. and 1 l. 50 ft. authorized), apt. 16 by 9, 2 1.	40
133003	Indianapolis, Ind., Cincinnati, Ohio.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	111.49		34,396	r. p. o. 21.60 ft. and 1 l. 40 ft. (1 l. 60 ft., 1 l. 50 ft., and 1 l. 40 ft. authorized); apt. 20 by 9; 1 l. whole route; add'l apt. 11.8 by 7.6; Valley Junction to Cincinnati, 17.8 miles.	34.41

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
1, 611. 08	(450) 200 (450)	1623. 97	(450) 350 (450)	870, 307. 26	187, 350. 00	882, 311. 40	199, 298. 00	July 1	Weighed 30 days from March 23, 1892.
44. 46		51. 30		1, 358. 09		1, 533. 87		July 1	Do.
42. 75		42. 75		178. 96		186. 39		July 1	Do.
42. 75		42. 75		421. 34		469. 82		July 1	Do.
80. 37		59. 85		5, 985. 60		4, 476. 18		July 1	Do.
42. 75		42. 75		299. 25		342. 00		July 1	Do.
49. 59		42. 61		1, 686. 55		1, 488. 84		July 1	Do.
42. 75		42. 75		364. 23		396. 45		July 1	Do.
42. 75		42. 75		256. 50		320. 62		July 1	Do.
42. 75		42. 75		942. 21		910. 57		July 1	Do.
42. 75		42. 75		359. 95		273. 60		July 1	Weighed 30 days from Mar. 23, 1892. Including extension.
42. 75				658. 77		244. 00		July 1	Weighed 30 days from Mar. 23, 1892. By agreement to June 30, 1892.
49. 59		64. 13		1, 390. 00		1, 797. 56		July 1	Weighed 30 days from Mar. 23, 1892.
42. 75		42. 75		287. 70		287. 71		July 1	Do.
42. 75		42. 75		372. 85		372. 85		July 1	Do.
42. 75		42. 75		330. 03		330. 03		July 1	Do.
58. 14				6, 359. 93		2, 200. 00		July 1	Weighed 30 days from Mar. 23, 1892. By agreement to June 30, 1892.
44. 46				533. 52		385. 00		July 1	Do.
48. 74				3, 192. 76		1, 282. 50		July 1	Weighed 30 days from Mar. 23, 1892. By agreement to June 30, 1892; 13.95 m. lapservice over 131004, at \$11.97 per m.
42. 75				468. 11		300. 00			Weighed 30 days from March 23, 1892. By agreement to June 30, 1892.
96. 62		74. 38		11, 427. 24		8, 721. 79		July 1	Weighed 30 days from Mar. 23, 1892.
1, 618. 21	290	965. 82	290	75, 446. 58	21, 170. 00	73, 335. 14	21, 170. 00	July 1	Do.
484. 79	115	369. 36	115	54, 049. 23	12, 752. 35	41, 146. 70	12, 742. 00	July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	INDIANA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
133004	Indianapolis, Michigan City.	Lake Erie and Western R. R.	161.90	1,465 25		apt. 17.6 by 9, 11.....	21.48
133005	Indianapolis, Lafayette.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	64.60	35,168 28		r. p. o. 60 by 9.4, 2 1. r. p. o. 40 by 9.4, 1 1. (11.60 ft., 11.50 ft., and 11.40 ft. authorized); apt. 20 by 9, 11.	26
133006	Columbus, Madison ..	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	45.50	1,050 25.66		apt. 19 by 8.9, 11.....	12
133007	Louisville, Ky., Indianapolis, Ind.	.....do	111.34	6,409 29.74		apt. 19 by 9, 2 1.....	22.2
133008	Louisville Junction (n. o.), Ind., Chicago, Ill.	Louisville, New Albany and Chicago Rwy.	322.10	7,749 28.3		r. p. o. 50 by 9 (40 ft. authorized), 1 1.; apt. 20 by 9, 1 1. to Monon, 233.5 m.; 3 1. residue, 88.6 m.	18.01
133009	Richmond, Ind., Chicago, Ill.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	225.20	6,349 28.5		r. p. o. 60 by 9 (40 ft. authorized), 1 1.; apt. 20.10 by 9.3, 1 1.	27.12
133010	Cincinnati, Ohio, East St. Louis, Ill.	Ohio and Mississippi Rwy.	338.88	29,804 34		r. p. o. 60 by 9.1, 2 1.; apt. 25 by 9.3, 1 1. to North Vernon 72.93 m.; no apt. residue.	28.21
133011	Cambridge City, Columbus.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	63.59	576 26.08		apt. 19 by 8.9, 11.....	6
133012	Evansville, Terre Haute.	Evansville and Terre Haute R. R.	109.56	6,783 26		apt. 25 by 9.4, 2 1.....	26
133013	Terre Haute, Ind., St. Joseph, Mich.	Terre Haute and Indianapolis R. R.	224.07	814 25.5		apt. 16 by 9, 11.....	10.9
133014	State Line (n. o.), Logansport.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	61.26	1,260 27.9		apt. 32 by 6.10, 11.....	8.47
133015	North Vernon, Rushville.	Cincinnati, Wabash and Michigan Rwy.	45.83	377 19		apt. 15.6 by 8.10, 1 1...	6
133016	Fairland, Martinsville	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	37.85	246 11		apt. 12 by 6.8, 1 1	6
133017	Bradford, Ohio, Logansport, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	114.67	3,560 30.5		apt. 19.6 by 9, 11.....	20
133018	Indianapolis, Ind., Peoria, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	212.56	7,257 28		r. p. o. 40 by 9, 11.; apt. 20 by 9, 1 1.	21.1
133019	Louisville, Ky., North Vernon, Ind.	Ohio and Mississippi Rwy.	57.68	4,795 30		apt. 25 by 9.2, 1 1	24.5
133020	Fort Wayne, Connersville.	Lake Erie and Western R. R.	109.82	840 24		apt. 17.8 by 9.5, 1 1. to Newcastle, 83.97 m.; no apt. residue.	12
133021	Richmond, Fort Wayne.	Grand Rapids and Indiana R. R.	92.28	1,966 26.66		apt. 20 by 9, 1 1.....	19
133022	Anderson, Ind., Benton Harbor, Mich.	Cincinnati, Wabash and Michigan Rwy.	164.96	1,503 25		apt. 15.9 by 8.10, 1 1...	12
133023	Oakland City, Ind., Belleville, Ill.	Louisville, Evansville and St. Louis Consolidated R. R.	159.25	1,792 27.25		apt. 18.9 by 9.3, 1 1....	14
133024	Terre Haute, Ind., Danville, Ill.	Chicago and Eastern Illinois R. R.	56.62	8,184 27.5		apt. 25 by 9.2, 1 1 1....	20
133025	Indianapolis, Terre Haute.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	73.39	6,284 32		apt. 16 by 8.6, 2 1.....	26
133026	Vacant.						
133027	Detroit, Mich., Butler, Ind.	Wabash R. R.....	114.55	1,191 28.14		apt. 21.1 by 8.4 (av.), 1 1.	12.54
133028	Wheatfield, Attica...	Chicago and Indiana Coal Rwy.	70.53	333 13.5		apt. 14 by 9, 1 1. between Goodland and Attica; 34.62 m.; no apt. residue.	6

States and Territories in which the contract term expired June 30, 1891, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
105.17		101.74		17,027.02		16,458.47		July 1	Weighed 30 days from Mar. 23, 1892. Do.
493.34	115	402.70	115	31,869.76	7,360.00	26,014.42	7,360.00	July 1	
87.21		82.08		3,968.05		3,741.20		July 1	Do.
185.54		161.59		20,658.02		17,978.49		July 1	Do.
200.07	25	160.74	25	64,442.54	8,052.50	51,822.57	8,060.00	July 1	Do.
184.68	25	130.81	25	41,589.93	5,630.00	29,576.14	5,652.50	July 1	Do.
436.05	100	323.19	100	147,768.62	33,888.00	109,529.08	33,890.00	July 1	Do.
66.69		68.40		4,240.81		4,359.13		July 1	Do.
189.81		143.64		20,795.58		15,758.74		July 1	Do.
76.95		143.64		17,242.18		17,567.16		July 1	Do.
96.62		90.63		5,918.94		5,552.90		July 1	Do.
54.72		42.75		2,507.81		1,982.31		July 1	Do.
45.32		42.75		1,715.36		1,618.08		July 1	Do.
150.48		128.25		17,255.54		14,703.86		July 1	Do.
194.94	25	147.91	25	41,436.44	5,285.00	31,417.56	5,287.50	July 1	Do.
167.58		157.32		9,668.01		9,074.22		July 1	Do.
78.66		70.96		8,638.44		7,724.70		July 1	Do.
126.54		90.63		11,677.11		8,368.77		July 1	Do.
106.88		75.24		17,630.92		12,421.37		July 1	Do.
118.85		99.18		18,926.86		15,777.53		July 1	Do.
204.35		132.52		11,570.20		7,345.58		July 1	Do.
184.68		126.54		13,553.66		9,286.77		July 1	Do.
93.20		86.35		10,076.00		9,823.18		July 1	Do.
52.16		52.15		3,078.84		4,370.94		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	INDIANA—continued.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
133029	Lafayette, Ind., Kan- kakee, Ill.	Cleveland, Cincin- nati, Chicago and St. Louis Rwy.	75.48	32,583	32	r. p. o. 60 by 9.4, 21.40 by 9.4, 1. (11.60 ft., 11.50 ft.; and 1 l. 40 feet authorized); no apt.	17
133030	Terre Haute, Evans- ville.	Evansville and In- dianapolis R. R.	136.76	976	23	apt. 19 by 9.6, 1 l.	8.55
133031	Attica, Brazil	Chicago and Indiana Coal Rwy.	62.35	697	17.8	apt. 14 by 9, 1 l.	6
133032	Evansville, Jasper	Louisville, Evans- ville and St. Louis Consolidated R. R.	54.36	1,297	21.5	apt. 13.10 by 9.4, 1 l. to Huntingburg, 47.39 m.; no apt. residue.	19.43
133033	Vacant.	.....do	16.35	372	21.33	no apt.	19
133034	Rockport, Rockport Junction (n. o.).	.....do	16.35	372	21.33	no apt.	19
133035	New Salisbury, Cory- don.	Louisville, New Al- bany and Corydon R. R.	8.57	260	20	no apt.	18
133036	Switz City, Bedford	Louisville, New Al- bany and Chicago Rwy.	41.95	177	14	apt. 6.4 by 5.9, 1 line.	6
133037	Anderson, Waveland.	Chicago and South- eastern Rwy.	77	293	17.5	apt. 15.1 by 8.3, 1 line.	6
133038	Indianapolis, Michi- gan City.	Louisville, New Al- bany and Chicago Rwy.	154.49	2,204	28.8	apt. 20 by 9, 2 lines, Indianapolis to Mo- non, 94.9 m.; apt. 14 by 9, 1 line residue, 59.59 miles.	13.98
133039	Fort Branch, Mount Vernon.	Evansville and Terre Haute R. R.	37.81	233	15.1	apt. 9.5 by 6, 1 line.	7.99
133040	Chilli, Logansport	Wabash R. R.	22.57	71	20	no apt.	6
133041	Stewartsville, New Harmony.	Peoria, Decatur and Evansville Rwy.	7.38	208	15.1	.....do	18
133042	New Castle, Rush- ville.	Lake Erie and West- ern R. R.	25	528	22	apt. 17.8 by 9.5, 1 line.	12
133043	Terre Haute, Ind., East St. Louis, Ill.	Cleveland, Cincin- nati, Chicago and St. Louis Rwy.	189.65	5,936	32	apt. 16 by 8.6, 2 lines.	26
133044	Terre Haute, Ind., East St. Louis, Ill.	Terre Haute and In- dianapolis R. R.	165.55	81,000	33	r. p. o. 60 by 9.2, 6 lines (5 lines 60 ft. and 1 line 50 ft., author- ized); apt. 16 by 9, 1 line.	37.51
133045	Lawrenceburg Junc- tion (n. o.), Law- renceburg.	Cleveland, Cincin- nati, Chicago and St. Louis Rwy.	2.50	247	17	no apt.	27.5
133046	Vacant.	.....do	15.62	55	15	no apt.	12
133047	Attica, Covington	Wabash R. R.	99.18	2,694	24.75	apt. 18.9 by 9.2, 1 line.	18.53
133048	Louisville, Ky., Oak- land City, Ind.	Louisville, Evans- ville and St. Louis Consolidated R. R.	26.89	177	16	no apt.	10.29
133049	Greensburg, Colum- bus.	Cleveland, Cincin- nati, Chicago and St. Louis Rwy.	103.11	447	25	apt. 17.6 by 8.8, 1 line.	6
133050	Elnora, Westport	Evansville and Rich- mond Rwy.	18.16	319	12	no apt.	12
133051	Orleans, French Lick.	Orleans, West Baden and French Lick Springs Rwy.	22.90	465	16.5	.....do	19
133052	Kercheval, Cannelton.	Louisville, Evans- ville and St. Louis Consolidated R. R.	12.37	78	15	.....do	6
133053	Brazil, Saline City	Evansville and Indi- anapolis R. R.	81.72	1,074	28.14	apt. 21.1 by 8.4 (av.), 1 line.	15.32
133054	Butler, Peru	Wabash R. R.					

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
465.12	115	384.75	115	35,107.25	8,602.00	29,040.93	8,602.00	July 1	Weighted 30 days from Mar. 23, 1892.
83.79	57.28	.....	11,459.12	.....	2,343.32	.....	July 1	Do.
71.62	49.59	.....	4,477.97	.....	3,080.44	.....	July 1	Do.
97.47	72.07	.....	5,298.46	.....	3,950.34	.....	July 1	Do.
54.72	48.73	.....	894.07	.....	796.73	.....	July 1	Do.
47.08	43.60	.....	403.04	.....	373.65	.....	July 1	Do.
42.75	42.75	.....	1,793.36	.....	1,775.40	.....	July 1	Do.
48.74	42.75	.....	3,752.98	.....	3,140.94	.....	July 1	Do.
130.82	82.93	.....	20,210.38	.....	12,869.07	.....	July 1	Do.
44.48	42.75	.....	1,081.03	.....	1,656.56	.....	July 1	Do.
42.75	964.86	.....	.....	.....	July 1	Weighted 30 days from Mar. 23, 1892. Service without compensation until June 30, 1892.
42.75	42.75	.....	315.49	.....	817.20	.....	July 1	Weighted 30 days from Mar. 23, 1892.
64.98	42.75	.....	1,624.50	.....	1,062.33	.....	July 1	Do.
180.41	109.44	.....	34,214.75	.....	20,755.29	.....	July 1	Do.
983.25	290	951.62	290	162,777.03	47,850.00	159,253.61	48,285.00	July 1	Do.
45.32	55.57	.....	113.30	.....	138.92	.....	July 1	Do.
42.75	42.75	.....	687.75	.....	674.59	.....	July 1	Do.
137.66	109.44	.....	13,653.11	.....	10,866.29	.....	July 1	Do.
42.75	42.75	.....	1,149.54	.....	1,149.54	.....	July 1	Do.
59.85	51.30	.....	6,171.13	.....	3,876.22	.....	July 1	Do.
50.45	42.75	.....	916.17	.....	801.99	.....	July 1	Do.
61.56	42.75	.....	1,409.72	.....	961.87	.....	July 1	Do.
42.75	42.75	.....	528.81	.....	526.25	.....	July 1	Do.
83.07	87.21	.....	7,197.06	.....	8,198.61	.....	July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	INDIANA—continued.		Miles.	Pounds.		Feet and inches.	
133055	Beeson Station (n. o.), Cambridge City.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	7.18	21 21		no apt.....	6
133056	Jeffersonville, Watson	Ohio and Mississippi Rwy.	7.65	243 30		...do	18.5
133057	Goodland, Ind., Mokence, Ill.	Chicago and Indiana Coal Rwy.	34.86	674 19.3		apt. 14 by 9, 1 line ...	6
133058	Goshen, Ind., Findley, Mich.	Lake Shore and Michigan Southern Rwy.	36.55	303 17.22		apt. 15 by 7.2, 1 line ..	12
133059	Vacant.						
133060	Evansville, Newburg.	Evansville, Suburban and Newburg Rwy.	10.95	85 20		no apt.....	12
133061	Vacant.						
133062	New Albany, Ind., Louisville, Ky.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	6.37	476 14.71		...do	51
133063	Jeffersonville Junction (n. o.), Jeffersonville.	...do	1.85	189 11.25		...do	25
133064	Anderson, Rushville	Cincinnati, Wabash and Michigan Rwy.	39.88	397 21		apt. 15.6 by 8.10, 1 line.	6
133065	Kokomo, Indianapolis	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	56.04	3,657 33		apt. 19 by 9, 2 lines ...	14
	MICHIGAN.						
137001	Toledo, Ohio, Detroit, Mich.	Lake Shore and Michigan Southern Rwy. Co.	63.50	5,045 20.69		apt. 35.4 by 9.4	18
137002	Monroe, Adrian .....	...do	34.67	1,363 24.67		apt. 13 by 9.5	14.13
137003	Adrian, Jackson .....	...do	47.18	1,586 26.03		apt. 13.9 by 9.1	12
137004	White Pigeon, Grand Rapids.	...do	96.12	2,597 21.26		apt. 16.2 by 9.1 and 15 by 9.1.	12
137005	Jonesville, Lansing ..	...do	60.95	682 26.26		apt. 15 by 9.1	12
137006	Detroit, Mich., Chicago, Ill.	Michigan Central R. Co.	285.50	27,256 31.60		r. p. o. cars 60 by 9.1; 55 by 9.1, 50 by 9.14; (1 l. 60 ft. and 1 l. 55 ft. and 1 l. 50 ft., authorized); apt. 22.2 by 8.11, 25 by 8.7, and 15.6 by 9.1.	41.77
137007	Kalamazoo, South Haven.	...do	40.09	681 25.62		apt. 11.1 by 7	12
137008	Jackson, Niles .....	...do	104.25	2,105 26.40		apt. 25 by 8.7	11.55
137009	Jackson, Bay City .....	...do	115.33	3,318 24		apt. 18 by 9.1, and 17 by 8.1.	21.49
137010	Jackson, Grand Rapids.	...do	94.68	3,241 28.20		r. p. o. cars 50.6 by 9.1 (1 l. 50 ft. authorized); apt. 15.6 by 9.1.	27.50
137011	Slocum Junction (n. o.), Grosse Ile.	...do	2.41	30 18.75		no apt.....	6
137012	Niles, Mich., South Bend, Ind.	...do	12.12	84 16.65		...do	12
137013	Detroit, Mackinaw City.	...do	291.55	6,599 33.90		apt. 18, 25, and 44.1 by 9.1.	18.65
137014	Saginaw West Side, Caro.	...do	35.85	4,037 26		apt.....	14.54

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
42.75		42.75		308.94		315.50		July 1	Weighted 30 days from Mar. 23, 1892.
45.32		42.75		348.69		327.03		July 1	Do.
70.97		56.43		2,474.01		1,954.73		July 1	Do.
49.59		42.75		1,812.51		1,550.10		July 1	Do.
42.75		42.75		468.11		432.20		July 1	Do.
62.43		42.75		397.61		272.31		July 1	Do.
42.75		42.75		79.08		79.08		July 1	Do.
56.43		24.72		2,250.42		986.00		July 1	Do.
66.69				3,737.30				July 1	Weighted 30 days from Mar. 23, 1892. Lap service over route No. 133004 from June 1, 1892.
171.00		168.43		10,858.50		10,942.89		July 1	Weighted 30 days from Mar. 23, 1892.
100.89		65.83		3,497.85		2,301.41		July 1	Do.
110.30		94.05		5,203.95		4,444.80		July 1	Do.
135.95		133.38		13,067.51		12,851.16		July 1	Do.
57.46		54.03		3,502.18		3,293.12		July 1	Weighted 30 days from Mar. 23, 1892. Land grant.
408.69	95.00 40.00	353.97	95.00 40.00	118,680.99	30,150.50	26,922.95	10,219.50	July 1	Weighted 30 days from Mar. 23, 1892. Formerly routes 137000 and 137080. R. P. O. cars authorized; 1 l. 60 ft., at \$50 for 285.5 ms.; 1 l., 55 ft., at \$45 for 285.5 ms.; 1 l., 50 ft., at \$40 for 75.7 ms.
71.82		55.57		2,879.26		2,227.80		July 1	Weighted 30 days from Mar. 23, 1892.
129.11		87.21		13,458.71		9,091.64		July 1	Do.
146.21		129.98		14,572.99		12,956.37		July 1	Weighted 30 days from Mar. 23, 1892. Land grant. Lansing to Bay City, 78.27 miles.
116.96		103.96							Weighted 30 days from Mar. 23, 1892.
145.35	40.00	169.29	40.00	13,761.73	3,756.00	16,028.87	3,756.00	July 1	
42.75		42.75		103.02		103.02		July 1	Do.
42.75		42.75		518.13		518.13		July 1	Do.
187.25		149.62		47,754.74		38,126.87		July 1	Weighted 30 days from Mar. 23, 1892. Land grant. Bay City to Mackinaw City, 182.59 miles.
149.80		119.69							
154.47		53.01		5,609.44		1,900.40		July 1	Weighted 30 days from Mar. 23, 1892.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	MICHIGAN—continued.		Miles.	Pounds.		Feet and inches.	
137015	Monroe, Ludington ..	Flint and Pere Marquette R. R. Co.	254.73	3,736	29.10	apt. 22.2 by 8.11	18.64
137016	Ionia, Big Rapids	Detroit, Lansing and Northern R. R. Co.	67.96	1,067	22.96	apt. 20 by 8.10	12
137017	Detroit, Howard City	do	161.78	5,396	25.15	apt. 19.11 by 8.10	22.22
137018	Fort Wayne, Ind., Mackinaw City, Mich.	Grand Rapids and Indiana R. R. Co.	368.98	3,769	25.30	apt. 22 by 8.10	21.42
137019	Toledo, Ohio, Allegan, Mich.	Cincinnati, Jackson and Mackinaw R. R. Co.	156.95	754	27	apt. 11.8 by 8.6, and 11.2 by 8.6	9.92
137020	Toledo, Ohio, Cope- mish, Mich.	Toledo, Ann Arbor and North Michi- gan Rwy. Co.	275.35	2,602	24	apt. 24.10 by 9.2, and 14.7 by 9.1	11.92
137021	Grand Rapids, Mich., Lacrosse, Ind.	Chicago and West Michigan Rwy. Co.	153.35	3,066	27.28	apt. 20.4 by 9.1	17.63
137022	Big Rapids, Holland ..	do	90.56	1,362	19.66	apt. 14.10 by 8.10	22.66
137023	Allegan, Holland	do	24.76	898	24.53	apt. 11.4 by 8.10 1/2	12
137024	Ypsilanti, Hillsdale ..	Lake Shore and Michigan Southern Rwy. Co.	62.68	513	23.17	apt. 11.6 by 7	6
137025	Saginaw East Side, Fort Huron.	Flint and Pere Mar- quette R. R. Co.	91.20	682	30.67	apt. 22.2 by 8.11	12
137026	Grand Rapids, Elk Rapids.	Chicago and West Michigan Rwy. Co.	169.53	1,575	26.90	apt.	6
137027	Detroit, Grand Haven	Detroit, Grand Ha- ven and Milwaukee Rwy. Co.	189.12	4,026	27.35	apt. 25.7 by 9.1	24.30
137028	Detroit, Fort Gratiot.	Chicago, Detroit and Canada Grand Trunk Junction R. R. Co.	60.89	3,065	26.17	apt. 25.3 by 9.4	31
137029	Jackson, Mich., Fort Wayne, Ind.	Lake Shore and Michigan Southern Rwy. Co.	100.49	1,168	21.95	apt. 16.10 by 9	12.74
137030	Saginaw East Side, Ithaca.	Saginaw Valley and St. Louis R. R. Co.	42.32	1,231	25.02	apt. 15.4 by 8.10	12.77
137031	Fort Howard, Wis., Ishpeming, Mich.	Chicago and North- western Rwy. Co.	179.81	4,325	27.93	r. p. o. cars, 50 by 9.5 (11, 40 ft. author- ized), apt. 36 and 35.4 by 9.5	13
137032	Powers, Crystal Falls ..	do	57.73	1,357	25.20	apt. 35.4 by 9.5	18
137033	Lenox, Jackson	Michigan Air Line Rwy. Co.	106.56	961	24.19	apt. 20 by 8.4 and 17.8 by 7	12
137034	Walton, Traverse City	Grand Rapids and Indiana R. R. Co.	26.24	544	28.74	no apt.	24
137035	Toledo, Ohio, Detroit, Mich.	Michigan Central R. R. Co.	59.30	17,804	30.50	r. p. o. cars, 50 by 9.4 (21.40 ft. authorized).	28.72
137036	Trenton, Corbus Junction (n. o.).	Lake Shore and Michigan Southern Rwy. Co.	36.55	522	29.45	apt. 13.1 by 7.1	6
137037	St. Clair, Lenox	Michigan Central R. R. Co.	16.06	306	21.81	no apt.	12
137038	Stager, Watersmeet ..	Chicago and North- western Rwy. Co.	54.76	189	20.31	do	9.13
137039	Fort Gratiot, Mich., Chicago, Ill.	Chicago and Grand Trunk Rwy. Co.	337.39	5,620	31.23	apt. 23.2 by 8.2	24.16
137040	Marquette, Houghton	Duluth, South Shore and Atlantic Rwy. Co.	94.86	3,026	20.47	apt. 17.6 by 8.6	16.92

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
{ 152.19 121.75		{ 141.07 112.86		{ 33,551.46		{ 31,064.01		July 1	Weighed 30 days from Mar. 23, 1892. Land grant. Flint to Ludington, 171.35 miles.
88.07		82.08		5,985.28		5,588.00		July 1	Weighed 30 days from Mar. 23, 1892.
174.42		142.78		28,217.06		22,941.89		July 1	Do.
{ 153.05 122.44		{ 135.94 108.75		{ 46,285.47		{ 41,129.06		July 1	Weighed 30 days from Mar. 23, 1892. Land grant. Fort Wayne to Potoskey, 333.45 miles.
{ 74.39 10.26		{ 67.54 24.80		{ 10,200.52		{ 9,615.35		July 1	Weighed 30 days from Mar. 23, 1892. Lap service over 137020 between Toledo and Dundee, 23 ms.
196.90		103.45		37,667.88		17,688.91		July 1	Weighed 30 days from Mar. 23, 1892. Formerly routes 137020 and 137065.
143.64		137.65		22,027.19		21,222.87		July 1	Weighed 30 days from Mar. 23, 1892.
161.75		88.06		9,214.48		8,068.93		July 1	Do.
80.37		54.72		1,969.96		1,346.65		July 1	Do.
64.13		53.86		4,019.66		3,312.92		July 1	Do.
71.82		64.12		6,549.98		4,269.11		July 1	Weighed 30 days from Mar. 23, 1892. Formerly routes 137025 and 137087.
109.44		77.80		18,553.36		5,834.22		July 1	Weighed 30 days from Mar. 23, 1892. Formerly routes 137026 and 137093.
156.47		141.93		29,561.60		26,745.28		July 1	Weighed 30 days from Mar. 23, 1892.
142.79		155.61		8,694.48		9,176.39		July 1	Do.
92.34		71.82		9,279.24		7,210.72		July 1	Do.
94.91		71.82		4,111.50		3,300.84		July 1	Do.
128.50 25.00	25.00	125.17 25.00	25.00	23,121.76	4,492.50	22,540.61	4,492.50	July 1	Weighed 30 days from Mar. 23, 1892. Land grant.
100.04		74.38		5,775.30		4,295.44		July 1	Weighed 30 days from Mar. 23, 1892.
84.65		68.40		9,020.30		7,282.54		July 1	Do.
65.84		73.53		1,727.64		1,927.95		July 1	Do.
307.80 50	195.79 50			18,252.54	2,965.00	11,610.34	2,965.00	July 1	Do.
64.98		49.59		2,375.01		1,846.23		July 1	Do.
50.45		64.98		810.22		1,043.57		July 1	Do.
42.75		42.75		2,340.99		2,342.27		July 1	Do.
179.55		124.83		60,578.37		42,137.61		July 1	Do.
114.22		69.08		10,835.85		6,543.95		July 1	Weighed 30 days from Mar. 23, 1892. Land grant.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termin.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	MICHIGAN—continued.		Miles.	Pounds.		Feet and inches.	
137041	Alma, Howard City..	Detroit, Lansing and Northern R. R. Co.	42.93	1,123	25.02	apt. 15.4 by 8.10	12
137042	Port Huron, Port Austin.	Flint and Pere Marquette R. R. Co.	87.35	1,121	23.17	apt. 22.2 by 8.11	10.32
137043	Coleman, Mount Pleasant.	do	15.17	254	19.31	no apt.	12
137044	Clare, Meredith	do	32.15	197	17.49	do	12
137045	Manistee Junction, Manistee.	do	27.15	1,236	26.96	apt. 22.2 by 8.11	12
137046	Mears, Hart	Chicago and West Michigan Rwy. Co.	4.09	248	10.23	no apt.	12
137047	Flint, Fostoria	Flint and Pere Marquette R. R. Co.	24.34	144	14.52	do	6
137048	Saginaw East Side, Bay City.	do	13.26	1,753	25	apt. 22.2 by 8.11	28.50
137049	Saginaw East Side, Saginaw West Side.	do	3.82	426	11.87	no apt.	32
137050	Missaukee Junction (n. o.), Lake City.	Grand Rapids and Indiana R. R. Co.	14.89	178	19.16	do	15.07
137051	Point St. Ignace (n. o.), Marquette.	Duluth, South Shore and Atlantic Rwy. Co.	151.55	2,538	27.46	apt. 25 by 9	12.50
137052	Pentwater, Muskegon.	Chicago and West Michigan Rwy. Co.	44.65	823	20.50	apt. 9.4 by 8.10	12
137053	Humboldt, Republic.	Duluth, South Shore, and Atlantic Rwy. Co.	8.59	473	20.40	no apt.	10
137054	Saginaw East Side, Bad Axe.	Saginaw, Tuscola and Huron R. R. Co.	67.42	755	24.23	apt. 19.6 by 6.7	12
137055	Grand Rapids, Muskegon.	Muskegon, Grand Rapids and Indiana R. R. Co.	40.12	875	29.50	no apt.	18
136056	Petoskey, Harbor Springs.	Grand Rapids and Indiana R. R. Co.	8.21	226	23.94	do	18
127057	Alger, Alpena	Detroit, Bay City and Alpena R. R. Co.	105.61	1,299	20	apt. 12.8 by 8.9	12
137058	Narenta Station (n. o.), Metropolitan.	Chicago and Northwestern Rwy. Co.	36.20	96	12.72	no apt.	6
137059	Orono, Luther	Grand Rapids and Indiana R. R. Co.	11.98	107	17.14	do	13
137060	Port Huron, Almont.	Flint and Pere Marquette R. R. Co.	34.42	308	19	do	12
137061	Palm Station, Sand Beach.	do	18.82	292	22.87	do	12
137062	Milwaukee Junction (n. o.), West Detroit (n. o.).	Chicago, Detroit and Canada Grand Trunk Junction R. R. Co.	4.60	13	13.80	do	6
137063	Lawton, South Haven.	Toledo and South Haven R. R. Co.	36.03	330	14.67	do	12.72
137064	Pontiac, Caseville....	Pontiac, Oxford, and Northern R. R. Co.	100.82	779	18.60	apt. 17 by 6.4	10.46
137065	Vacant.						
137066	Vacant.						
139067	Houghton, Calumet..	Mineral Range R. R. Co.	15.68	936	12.26	no apt.	19
137068	Hancock, Lake Linden.	Hancock and Calumet R. R. Co.	11.24	410	15.30	do	20
137069	Vacant.						
137070	Lowell, Freeport	Lowell and Hastings R. R.	12.65	166	14.27	do	14.91
137071	Bessemer, Mich., Mellen, Wis.	Northern Pacific R. R. Co.	33.65	164	24.97	do	13
137072	Sault de Ste. Marie, Soo Junction.	Duluth, South Shore and Atlantic Rwy. Co.	47.75	303	27.66	do	13
137073	Pinconning, Gladwin.	Michigan Central R. R. Co.	27.92	211	22.24	do	12
137074	Rodney, Chippewa Lake.	Detroit, Lansing and Northern R. R. Co.	5.87	37	15.54	do	6

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
90.63	71.82			3,890.74		3,081.07		July 1	Weighed 90 days from Mar. 23, 1892. Land grant.
90.63	75.24			7,916.53		6,619.61		July 1	Weighed 30 days from Mar. 23, 1892.
46.17	48.73			700.89		732.41		July 1	Do.
42.75	42.75			1,374.41		1,370.56		July 1	Do.
94.91	85.50			2,576.80		2,318.76		July 1	Do.
46.17	42.75			188.83		177.41		July 1	Do.
42.75	42.75			1,040.53		1,045.23		July 1	Do.
117.14	99.18			1,553.27		1,313.14		July 1	Do.
58.14	47.02			222.09		176.32		July 1	Do.
42.75	42.75			636.54		636.54		July 1	Do.
135.09	77.80			20,472.88		11,747.80		July 1	Do.
77.81	74.38			3,474.21		3,321.07		July 1	Do.
61.56	42.75			528.80		365.07		July 1	Do.
74.39	45.31			5,015.27		3,091.50		July 1	Do.
79.52	74.38			3,190.34		3,029.49		July 1	Do.
44.46	42.75			365.01		350.55		July 1	Do.
97.47	106.02			10,293.80		11,168.14		July 1	Do.
42.75	42.75			1,547.55		1,491.97		July 1	Do.
42.75	42.75			512.14		507.44		July 1	Do.
50.45	47.02			1,736.48		1,632.19		July 1	Do.
48.74	42.75			917.28		809.25		July 1	Do.
42.75	42.75			196.65		198.36		July 1	Do.
51.03	48.74			1,848.33		1,756.10		July 1	Do.
75.24	57.28			7,585.69		5,780.12		July 1	Do.
82.06	62.41			1,287.01		978.59		July 1	Do.
57.29	42.75			643.93		339.01		July 1	Do.
42.75	42.75			540.78		549.33		July 1	Do.
42.75	42.75			1,438.53		1,441.53		July 1	Do.
49.59	68.40			2,367.92		3,269.52		July 1	Do.
42.75	42.75			1,193.58		1,208.97		July 1	Do.
42.75	42.75			250.94		252.65		July 1	Do.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
			<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
	MICHIGAN—continued.						
137075	Grosvenor Junction (n. o.), Mich., Fayette, Ohio.	Lake Shore and Michigan Southern Rwy. Co.	25.29	383	19.36	apt. 10.11 by 9.....	12
137076	Owosso, Muskegon..	(Toledo, Saginaw and Muskegon Rwy. Co.)	118.96	733	20.55	(apt. 11.3 by 6.10, and) 15 by 8.10.	6
137077	Kalamazoo, Woodbury.	Kalamazoo and Hastings Construction Co. (limited), operating the Chicago, Kalamazoo and Saginaw R. R. Co.	45.04	133	14.42	no apt.....	12
137078	Ludington, Stetson..	Mason and Oceana R. R. Co.	29.59	61	24.71	....do.....	6
137079	Grand Ledge, Grand Rapids.	Detroit, Lansing and Northern R. R. Co.	53.94	3,317	40.14	apt. 19.11 by 8.10....	19
137080	Vacant.....						
137081	Nestoria, Mich., Iron River, Wis.	Duluth, South Shore and Atlantic Rwy. Co.	165.97	538	25.02	apt. 13.8 by 8.10.....	14
137082	Findley, Battle Creek.	Michigan Central R. R. Co.	33.95	381	18.06	apt. 15 by 7.2.....	12
137083	Durand, Saginaw East Side.	Cincinnati, Saginaw and Mackinaw R. R. Co.	39.83	1,299	31.63	apt. 8.5 by 7.3.....	19
137084	Manistee, Lake Ann.	Manistee and North-Eastern R. R. Co.	52.80	361	24.84	no apt.....	12.10
137085	Buchanan, Berrien Springs.	St. Joseph Valley Rwy. Co.	11.01	165	12.96	....do.....	6
137086	Frankfort, Copemish	Toledo Ann Arbor and North Michigan Rwy. Co.	25.47	3,192	767	no apt.....	12
137087	Vacant.						
137088	Sidnaw, Ontonagon.	Milwaukee & Northern R. R. Co.	46.26	238	14.91	no apt.....	12
137089	Ausable, McKinley.	The Au Sable and Northwestern R. R. Co.	36	63	14.68	....do.....	6
137090	Vacant.						
137091	Watersmeet, Interior.	Milwaukee, Lake Shore and Western Rwy. Co.	9.67	50	10.44	no apt.....	6
137092	Vacant.						
137093	Do.						
137094	St. Ignace, Mackinaw City.	Mackinac Transportation Co.	8.13	3,123	9.36	apt 25 by 9.....	7
	MINNESOTA.						
141035	West End Junction (n. o.), Fond du Lac.	St. Paul and Duluth R. R. Co.	9.07	105	19.68	no apt.....	15
	ARKANSAS.						
147031	Camden, Eldorado..	Camden and Alexandria Rwy.	33.25	237	19	apt. 9.7 by 9.5, 11....	6
	TEXAS.						
150008	Houston, Columbia..	International and Gt. Northern R. R.	51.05	187	15	no apt.....	6
150080	Dublin, Comanche..	Fort Worth and Rio Grande Rwy.	22.59	744	22	apt. 17.10 by 9.3, 11..	7

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1892.	
55.58		50.44		1,405.61		1,289.75		July 1	Weighed 30 days from Mar. 23, 1892.
(73.53) 10.28		48.73		7,352.02		4,689.77		July 1	Weighed 30 days from Mar. 23, 1892. Lap service over 137020, Ashley to Owasso, 22.05 miles.
42.75		42.75		1,925.46		1,906.65		July 1	Weighed 30 days from Mar. 23, 1892.
42.75		42.75		1,264.97		1,246.16		July 1	Do.
146.21		84.65		7,886.56		4,566.86		July 1	Do.
64.96		42.75		10,784.73		7,153.78		July 1	Do.
55.58		55.58		1,886.94		1,920.29		July 1	Do.
97.47		59.85		3,832.23		2,391.60		July 1	Do.
53.87		53.01		2,844.33		2,607.65		July 1	Weighed 30 days from Mar. 23, 1892. Rate by agreement on part to June 30, 1892.
42.75		42.75		470.67		507.87			Weighed 30 days from Mar. 23, 1892.
50.45		42.75		1,284.96		1,080.29		July 1	Do.
45.32		42.75		2,096.50		1,977.61		July 1	Do.
42.75				1,539.00		600.00		July 1	Weighed 30 days from Mar. 23, 1892. Rate agreement to June 30, 1892.
42.75		42.75		413.39		411.25		July 1	Weighed 30 days from Mar. 23, 1892.
143.64		143.64		1,167.79		1,124.70		July 1	Weighed 30 days from Mar. 23, 1892. New from July 1, 1891.
42.75				387.74				1891 Oct. 19	Weighed 30 days from Mar. 23, 1892.
45.32				1,506.80				Sept. 7	Weighed 30 days from Oct. 15, 1891. New.
42.75				2,182.38				July 1	Do.
74.39				1,680.47		600		1892 July 1	Weighed 30 days from Feb. 17, 1892. By agreement to June 30, 1892.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and terminal.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car. or apartment.	Average trips per week.
			Miles.	Pounds.		Feet and inches.	
TEXAS—continued.							
150081	Waxahachie, Hillsboro.	Missouri, Kansas and Texas Rwy.	35.47	828 26		apt. 20.5 by 7.5, 1 l....	14
150082	Weatherford, Mineral Wells.	Weatherford, Mineral Wells and Northwestern Rwy.	23.49	384 16		no apt.....	13
150083	Comanche, Brownwood.	Fort Worth and Rio Grande Rwy.	30.66	588 19		apt. 17.10 by 9.3, 1 l..	7
KANSAS.							
155082	Herrington, Kans., Minco, Ind. T.	Chicago, Rock Island and Pacific Rwy.	246.88	2,039 25		apt. 22 by 9.2, 2 l. to Caldwell; 1 l. residue.	10.50
NEBRASKA.							
157060	Wayne, Bloomfield...	Chicago, St. Paul, Minneapolis and Omaha Rwy.	42.99	306 19		no apt.....	12
SOUTH DAKOTA.							
159024	Whitewood, Deadwood.	Fremont, Elkhorn and Missouri Valley R. R.	9.64	1,484 12		apt. 24 by 9.3, 1 l....	7
159025	Buffalo Gap, Hot Springs.	.....do.....	13.67	265 20		no apt.....	14
159026	Dudley, Deadwood...	Burlington and Missouri River R. R., in Nebraska.	107.90	490 20		apt. 8.4 by 8.2 (av.) 1 l.	7
WYOMING.							
164002	Cheyenne, Orin Junction.	Union Pacific, Denver and Gulf Rwy.	154.56	502 19		apt. 16.4 by 6.9, 1 l....	6
164004	New Castle, Gillette.	Burlington and Missouri River R. R., in Nebraska.	76.79	451 19		no apt.....	6
COLORADO.							
165045	Illium, Durango.....	Rio Grande Southern R. R.	125.21	265 15		apt. 8 by 8, 1 l. to Rico.	7
UTAH.							
169014	Thistle, Salina.....	Rio Grande Western Rwy.	87.15	628 14		apt. 15 by 7.2, 1 l.....	7
169015	Sugar, Mill Creek....	Utah Central Rwy..	2.56	51.....		no apt.....	7
IDAHO.							
170007	Wallace, Burke.....	Washington and Idaho R. R.	6.97	98 9		.....do.....	7
170008	Pullman Junction (n. o.), Wash., Julietta.	Northern Pacific R. R.	38.10	996 18		apt. 24.6 by 9.1, 1 l....	7

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mile per annum for transportation.	Pay per mile per annum for r. p. o. cars.	Former pay per mile per annum for transportation.	Former pay per mile per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.		
77.81				2,759.92				1891. May 18	Weighted 30 days from Oct. 15, 1891. New.
55.58				1,305.57		450		1892. July 1	Weighted 30 days from Feb. 17, 1892. By agreement to June 30, 1892.
67.55				2,071.08		561		July 1	Do.
128.25		95.76		24,121.42		22,225.89		1890. Sept. 9	Weighted 30 days from Oct. 20, 1891. 232.10 m. at \$95.76 per m. 14.78 m., extension El Reno to Mingo, from Sept. 9, 1890. Pay fixed only on extension.
49.56		42.75		2,131.87		893.47		1891. Oct. 20	Weighted 30 days from Oct. 20, 1891. Including extension.
106.02				1,022.03				Mar. 16	Weighted 30 days from Oct. 20, 1891. New.
47.03				642.90				Mar. 16	Do.
63.27				6,826.83				Mar. 23	Do.
64.13		48.17		7,697.09		5,601.37		Mar. 23	Weighted 30 days from Oct. 20, 1891. 123.27 m. at \$46.17 per m. 31.29 m., extension Wendover to Orin Junction, from March 23, 1891. Pay fixed only on extension.
59.85				4,595.88				1892. Jan. 18	Weighted 30 days from Mar. 23, 1892. New.
47.03				5,888.62				Feb. 8	Do.
60.26				6,036.00				1891. Oct. 1	Weighted 30 days from Oct. 20, 1891. New.
42.75				109.44				Apr. 13	Do.
42.75				297.96				Sept. 1	Do.
84.65				3,225.16				Nov. 9	Weighted 30 days from Mar. 23, 1892. New.

H.—Table showing the readjustment of the rates of pay per mile on railroad routes in

Number of route.	State and termini.	Corporate title of company carrying the mail.	Length of route.	Average weight of mails carried over entire route per day.	Miles per hour.	Size, etc., of mail car or apartment.	Average trips per week.
	WASHINGTON.		<i>Miles.</i>	<i>Pounds.</i>		<i>Feet and inches.</i>	
171020	Woodinville, Sumas City.	Seattle, Lake Shore and Eastern Rwy.	102.20	854 19		apt. 16.8 by 7.2 (av.), 11	8
171021	Cheney, Coulee City.	Northern Pacific R. R.	108.12	836 23		apt. 23.7 by 8.10, 11...	6
171029	Centralia, Montesano.	do	42.29	1,166 20		apt. 16 by 7.4, 11...	7
171030	Hamilton, Anacortes.	Seattle and Northern Rwy.	33.53	570 17		apt. 17.5 by 7.11. from Woolley to Anacortes	6.64
171031	Whatcom, Sumas City.	Bellingham Bay and British Columbia R. R.	23.95	188 20		no apt.	12
171032	Lakeview, Gate City.	Northern Pacific R. R.	48.30	934 21		apt. 16 by 7.4, 11...	10
171033	Port Townsend, Quilcene.	Port Townsend Southern R. R.	27.50	78 15		no apt.	6
171034	Seattle, Fairhaven and Southern Rwy. Junction (n. o.).	Seattle and Montana Rwy.	78.50	1,981 26		apt. 20.4 by 8.10, 11...	7
	OREGON.						
173013	La Grande, Elgin...	Oregon Railway Extension Co.	21.20	471 10		no apt.	6
173014	Albany, Green Basin.	Oregon Pacific R. R.	44.60	176 6		do	6
173015	Medford, Jacksonville.	Rogue River Valley Rwy.	5.35	220 12		do	14
	CALIFORNIA						
176072	Martinez, San Ramon.	Southern Pacific Co.	24.00	277 16		do	14
176073	Bay Junction (n. o.), Mill Valley.	North Pacific Coast R. R.	1.75	37 17		do	13

States and Territories in which the contract term expired June 30, 1892, etc.—Continued.

Pay per mille per annum for transportation.	Pay per mille per annum for r. p. o. cars.	Former pay per mille per annum for transportation.	Former pay per mille per annum for r. p. o. cars.	Amount of annual pay for transportation.	Amount of annual pay for r. p. o. cars.	Former amount of annual pay for transportation.	Former amount of annual pay for r. p. o. cars.	Date of adjustment or readjustment.	Remarks.
Dolls.	Dolls.	Dolls.	Dolls.	Dollars.	Dollars.	Dollars.	Dollars.	1891.	
78.06		45.32		7,531.28		600.23		June 16	Weighed 30 days from Mar. 23, 1892. 15.23 m. at \$45.32 per m. 47.38 m., extension from Jan. 1, 1891; 39.59 m., extension from June 16, 1891. Pay fixed only on extensions.
77.81		64.13		7,216.90		5,606.24		Mar. 30	Weighed 30 days from Oct. 20, 1891. 87.42 m. at \$64.13 per m. 20.70 m. extension, Almira to Coulee City, from Mar. 30, 1891. Pay fixed only on extension.
82.24				2,905.05				May 18	Weighed 30 days from Feb. 17, 1892. New.
66.60				2,236.11				June 22	Weighed 30 days from Oct. 20, 1891. New.
42.75				1,023.86				July 1	Do.
82.08				3,640.66				Oct. 12	Weighed 30 days from Feb. 17, 1892. New.
42.75				1,175.62				Sept. 23	Weighed 30 days from Oct. 20, 1891. New.
127.40				10,000.90				1892. Jan. 18	Weighed 30 days from Mar. 23, 1892. New.
61.56				1,310.61				1891. Mar. 2	Weighed 30 days from Oct. 20, 1891. New.
42.75				1,906.65		1,280.00		1892. July 1	Weighed 30 days from Mar. 23, 1892. By agreement prior to July 1, 1892.
42.61				233.31				1891. June 8	Weighed 30 days from Oct. 20, 1891. New.
47.88				1,149.12				Sept. 14	Do.
42.75				74.81				Sept. 28	Do.

I.—Table showing the rate of pay per annum for the use of railway post-office cars for of 1892, as compared with 1891,

No. of route.	State and terminl.	Corporate title of company.	June 30, 1891.		
			Length of route.	Pay per annum.	Pay per mile.
MAINE.					
101006	Portland and Bangor	Maine Central R. R.	<i>Miles.</i> 137.15	<i>Dollars.</i> 13,715.00	<i>Dollars.</i> 100.00
101012	Bangor and Vanceborough .....	.....do	114.83	2,870.75	25.00
NEW HAMPSHIRE.					
102001	Concord and Nashua	Concord and Montreal R. R. ...	36.30	907.50	25.00
102006	Concord, N. H., and White River Junction, Vt.	Boston and Maine R. R.	60.76	1,744.00	25.00
VERMONT.					
Part 2 103002	Windsor and St. Albans	Central Vermont R. R.	134.63	3,365.75	25.00
103003	Bellows Falls and Essex Junction.	.....do	128.00	3,200.00	25.00
103004	Bellows Falls and Windsor...	Sullivan County R. R.	25.50	637.50	25.00
103006	Brattleboro and Bellows Falls.	Vermont Valley R. R. Co. of 1871	24.17	604.25	25.00
Part 2 103010	White River Junction and Newport.	Boston and Maine R. R.	105.15	2,628.75	25.00
MASSACHUSETTS.					
104001	Boston, Mass., and Portland, Me. ....	.....do	109.35	10,935.00	100.00
104011	Boston, Mass., and Portland, Me. ....	.....do	116.33	2,908.25	25.00
104016	Boston, Mass., and Nashua, N. H. ....	.....do	40.63	1,015.50	25.00
Part 2 104021	Boston and North Adams.....	Fitchburg R. R.	142.45	4,803.75	25.00
	Boston and Fitchburg		49.70		
104025	Boston and Springfield	Boston and Albany R. R.	98.63	34,935.50	250.00
	Springfield, Mass., and Albany, N. Y.		102.78		100.00
104035	Boston, Mass., and Providence, R. I.	Old Colony R. R.	43.98	3,298.50	75.00
104038	Boston and South Braintree ..	.....do	11.36	284.00	25.00
Part 2 104039	South Braintree and Middleborough.	.....do	23.29	582.25	25.00
104041	Middleborough and Provincetown.	.....do	86.38	2,150.50	25.00
104055	Fitchburg, Mass., and Bellows Falls, Vt.	Fitchburg R. R.	64.61	1,615.25	25.00
Part 2 104062	Brattleboro, Vt., and South Vernon Junction (n. o.).	Central Vermont R. R.	10.33	258.25	25.00
104067	Springfield and South Vernon Junction (n. o.).	Connecticut River R. R.	51.98	1,299.50	25.00
RHODE ISLAND.					
105002	Providence, R. I., and New London, Conn.	New York, Providence and Boston R. R.	64.21	4,815.75	75.00
CONNECTICUT.					
106004	New Haven and New London.	New York, New Haven and Hartford R. R.	51.71	4,653.90	90.00
106006	New York, N. Y., and New Haven, Conn. ....	.....do	73.23	26,950.20	240.00
	New Haven, Conn., and Springfield, Mass.		62.50		150.00
NEW YORK.					
107001	New York and Hornellsville....	New York, Lake Erie and Western R. R.	332.81	31,689.20	80.00
107006	Hornellsville and Dunkirk ...	.....do	127.61	3,717.60	40.00
	Buffalo and Hornellsville....	.....do	92.94		40.00

the fiscal years ending June 30, 1891, and June 30, 1892, and the increase or decrease of and the reasons therefor.

June 30, 1892.			Increase per annum of 1892.	Decrease per annum of 1892.	Number of lines and authorized length of cars June 30, 1892.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
135.00	13,500.00	100.00	.....	215.00	2 lines 60 feet...	Decrease in distance.
114.19	2,852.50	25.00	.....	18.25	1 line 40 feet...	
35.00	875.00	25.00	.....	32.50	1 line 40 feet...	Do.
69.38	1,734.50	25.00	.....	9.50	1 line 40 feet...	Do.
134.50	3,362.50	25.00	.....	3.25	1 line 40 feet...	Do.
127.70	3,192.50	25.00	.....	7.50	1 line 40 feet...	Do.
25.17	629.25	25.00	.....	8.25	1 line 40 feet...	Do.
23.69	592.25	25.00	.....	12.00	1 line 40 feet...	Do.
105.08	2,627.00	25.00	.....	1.75	1 line 40 feet...	Do.
108.39	10,839.00	100.00	.....	96.00	2 lines 60 feet...	Do.
115.50	2,887.50	25.00	.....	20.75	1 line 40 feet...	Do.
39.76	994.00	25.00	.....	21.50	1 line 40 feet...	Do.
48.70	5,965.50	50.00	1,161.75	.....	2 lines 40 feet...	1 line 40 feet established be- tween North Adams, Mass., and Troy, N. Y., Oct. 1, 1891.
139.22		25.00			1 line 40 feet...	
98.63	34,804.50	250.00	.....	31.00	1 line 60 feet; 3 lines 55 feet, and 2 lines 40 feet.	Decrease in distance.
102.47		100.00			1 line 55 feet, and 2 lines 40 feet.	
43.98	3,298.50	75.00	.....	.....	1 line 55 feet, and 1 line 40 feet.	Do.
11.26	281.50	25.00	.....	2.50	1 line 40 feet...	Do.
23.19	579.75	25.00	.....	2.50	1 line 40 feet...	Do.
85.65	2,141.25	25.00	.....	18.25	1 line 40 feet...	Do.
64.01	1,600.25	25.00	.....	15.00	1 line 40 feet...	Do.
10.00	250.00	25.00	.....	8.25	1 line 40 feet...	Do.
51.98	1,299.50	25.00	.....	.....	1 line 40 feet...	Do.
64.21	4,815.75	75.00	.....	.....	1 line 55 feet and 1 line 40 feet.	Do.
50.97	4,587.30	90.00	.....	66.60	1 line 55 feet, and 1 line 50 feet.	Do.
73.23	30,343.45	265.00	3,393.25	.....	1 line 60 feet; 3 lines 55 feet; 1 line 50 feet, and 1 line 40 feet.	1 line 40 feet established June 1, 1891.
62.50		175.00			1 line 60 feet; 2 lines 55 feet, and 1 line 40 feet.	
332.31	31,666.80	80.00	.....	22.40	2 lines 50 feet...	Decrease in distance.
127.66		40.00			1 line 50 feet...	
92.47	3,698.80	40.00	.....	18.80	1 line 50 feet...	Do.

I.—Table showing the rate of pay per annum for the use of railway post-office cars

			June 30, 1891.		
No. of route.	State and termini.	Corporate title of company.	Length of route.	Pay per annum.	Pay per mile.
NEW YORK—continued.					
107011	New York and Syracuse..... Syracuse and Buffalo	New York Central and Hud- son River R. R.	Miles. 298.72 148.80	Dollars. 205,017.60	Dollars. 490.00 440.00
NEW JERSEY.					
Part } 109001	Jersey City and Bound Brook	Central R. R. Co. of New Jer- sey.	30.20	755.00	25.00
109004	New York, N. Y., and Phila- delphia, Pa.	Pennsylvania R. R.....	90.63	54,378.00	600.00
PENNSYLVANIA.					
110001	Philadelphia and Pittsburg...	Pennsylvania R. R.....	353.80	141,440.00	400.00
Part } 110002	Park Junction (n. o.) and West Falls (n. o.), Philadel- phia, Pa.	Philadelphia and Reading R. R.	3.23	80.75	25.00
Part } 110004	Wayne Junction (n. o.), (Phila- delphia, Pa.), and Jenkin- town.	do	5.71	142.75	25.00
110006	Sunbury and Williamsport ..	Pennsylvania R. R.....	41.06	1,642.40	40.00
110021	Williamsport, Pa., and El- mira, N. Y.	Northern Central Rwy	79.71	1,992.75	25.00
110103	Jenkintown, Pa., and Bound Brook, N. J.	Philadelphia and Reading R. R.	49.19	1,229.75	25.00
110180	Wayne Junction (n. o.) and West Falls (n. o.), Philadel- phia, Pa.	do	2.47	61.75	25.00
MARYLAND.					
113001	Bay View (n. o.), Md., and Philadelphia, Pa.	Philadelphia, Wilmington and Baltimore R. R.	92	18,400.00	200.00
113002	Baltimore, Md., and Sunbury, Pa.	Northern Central Rwy	138.21	5,528.40	40.00
113003	Baltimore, Md., and Wash- ington, D. C.	Baltimore and Ohio R. R.....	40	49,956.50	175.00
	Washington, D. C., and Grafton, W. Va.		254.40		150.00
	Grafton, W. Va., and Bellaire, Ohio.		95.93		50.00
Part } 113006	Baltimore and Hagerstown ...	Western Maryland R. R.	86.10	2,152.50	25.00
113013	Bay View (n. o.), Md., and Washington, D. C.	Baltimore and Potomac R. R.	45.53	9,106.00	200.00
113027	Park Junction (n. o.), Pa., and Baltimore, Md.	Baltimore and Ohio R. R.	97.30	2,432.50	25.00
VIRGINIA.					
114001	Washington, D. C., and Rich- mond, Va.	Richmond, Fredericksburg and Potomac R. R.	115.37	14,998.10	130.00
114002	Washington, D. C., and Lynch- burg, Va.	Richmond and Danville R. R.	174.04	21,755.00	125.00
114006	Gordonsville, Va., and Hun- tington, W. Va.	Chesapeake and Ohio Rwy ...	345.47	8,636.75	25.00
114008	Richmond and Petersburg....	Richmond and Petersburg R. R.	23.07	2,076.30	90.00
114009	Petersburg, Va., and Weldon, N. C.	Petersburg R. R.....	63.54	5,718.60	90.00
114013	Lynchburg, Va., and Bristol, Tenn.	Norfolk and Western R. R.	204.85	10,242.50	50.00
114016	Lynchburg and North Dan- ville.	Richmond and Danville R. R.	65.74	6,574.00	100.00
114025	Orange and Gordonsville	Chesapeake and Ohio Rwy ...	9.31	232.75	25.00
114038	North Danville, Va., and Charlotte, N. C.	Richmond and Danville R. R.	142.80	14,280.00	100.00
114050	Washington, D. C. and Orange, Va.	Chesapeake and Ohio Rwy ...	85.91	2,147.75	25.00
WEST VIRGINIA.					
116002	Grafton and Parkersburg	Baltimore and Ohio R. R.....	103.80	10,380.00	100.00

for the fiscal years ending June 30, 1891, and June 30, 1892, etc.—Continued.

June 30, 1892.			Increase per annum of 1892.	Decrease per annum of 1892.	Number of lines and authorized length of cars June 30, 1892.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i> 290.72 148.80	<i>Dollars.</i> 212,320.00	<i>Dollars.</i> 500.00 450.00	<i>Dollars.</i> 7,302.40		10 lines 60 feet 9 lines 60 feet	2 lines 60 feet superseding 2 lines 50 feet between New York and Syracuse, and 1 line 60 feet superseding 1 line 50 feet between Syra- cuse and Buffalo.
30.20	755.00	25.00			1 line 40 feet	
88.63	58,250.50	650.00	4,481.50		12 lines 60 feet; 2 lines 40 feet.	Decrease in distance; 1 line 60 feet, established Dec. 21, 1891.
353.60	150,120.00	450.00	17,680.00		9 lines 60 feet	1 line 60 feet, established Dec. 21, 1891.
3.23	80.75	25.00			1 line 40 feet	
5.71	142.75	25.00			1 line 40 feet	
39.70	1,588.00	46.00		54.40	1 line 50 feet	Decrease in distance.
78	1,950.00	25.00		42.75	1 line 40 feet	Do.
49.14	1,228.50	25.00		1.25	1 line 40 feet	Do.
2.47	61.75	25.00			1 line 40 feet	
92	18,400.00	200.00			3 lines 60 feet and 2 lines 40 feet.	
128	5,520.00	40.00		8.40	1 line 50 feet	Decrease in distance.
40		175.00			3 lines 60 feet and 1 line 40 feet	
254.40	49,955.00	150.00		1.50	3 lines 60 feet	Do.
95.90		50.00			1 line 60 feet	
86.10	2,152.50	25.00			1 line 40 feet	
45.53	9,106.00	200.00			3 lines 60 feet and 2 lines 40 feet	
97.30	2,432.50	25.00			1 line 40 feet	
115.37	14,998.10	135.00			1 line 60 feet; 2 lines 50 feet.	
173.70	21,712.50	125.00		42.50	2 lines 60 feet; 1 line 40 feet.	1 line 40 feet, established October 1, 1891.
345.00	8,625.00	25.00		11.75	1 line 40 feet	Decrease in distance.
22.55	2,029.50	90.00		46.80	1 line 60 feet; 1 line 50 feet.	Do.
63.30	5,697.00	90.00		21.60	1 line 60 feet; 1 line 50 feet.	Do.
204.30	10,215.00	50.00		27.50	2 lines 40 feet	Do.
65.00	6,500.00	100.00		74.00	2 lines 60 feet	Do.
9.20	230.00	25.00		2.75	1 line 40 feet	Do.
141.90	14,190.00	100.00		90.00	2 lines 60 feet	Do.
85.80	2,145.00	25.00		2.75	1 line 40 feet	Do.
103.30	10,330.00	100.00		50.00	1 line 60 feet	Do.

I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and termini.	Corporate title of company.	June 30, 1891.		
			Length of route.	Pay per annum.	Pay per mile.
NORTH CAROLINA.					
118002	Weldon and Wilmington.....	Wilmington and Weldon R. R.	Miles. 161. 87	Dollars. 14, 568. 30	Dollars. 90. 00
SOUTH CAROLINA.					
120002	Florence, S. C., and Wilmington, N. C.	Wilmington, Columbia and Augusta R. R.	110. 40	7, 176. 00	65. 00
120004	Charleston, S. C., and Savannah, Ga.	Charleston and Savannah Rwy	115. 00	7, 475. 00	65. 00
120005	Charleston and Florence.....	Northeastern R. R.....	102. 44	6, 658. 60	65. 00
GEORGIA.					
121001	Atlanta, Ga., and Charlotte, N. C.	Richmond and Danville R. R.	267. 93	26, 793. 00	100. 00
121002	Atlanta, Ga., and Chattanooga, Tenn.	Nashville, Chattanooga and St. Louis Rwy.	138. 00	12, 420. 00	90. 00
121003	Atlanta and West Point.....	Atlanta and West Point R. R.	87. 02	4, 351. 00	50. 00
121009	Savannah, Ga., Jacksonville, Fla.	Savannah, Fla., and Western Rwy.	171. 56	11, 151. 40	65. 00
121012	Macon and Atlanta.....	Central R. R. and Banking Co. of Georgia.	103. 00	2, 575. 00	25. 00
121016	Macon, Ga., and Eufaula, Ala.	Southwestern R. R.....	144. 02	3, 600. 50	25. 00
FLORIDA.					
123018	Jacksonville and Sanford.....	Jacksonville, Tampa and Key West Rwy.	125. 30	3, 132. 50	25. 00
ALABAMA.					
124001	Montgomery, Ala., and West Point, Ga.	Western Rwy. Co. of Alabama.	86. 60	4, 330. 00	50. 00
124003	Montgomery and Eufaula.....	Central R. R. and Banking Co. of Georgia.	80. 57	2, 014. 25	25. 00
124004	Montgomery and Decatur....	South and North Alabama R. R.	183. 86	4, 596. 50	25. 00
124012	Mobile and Montgomery.....	Louisville and Nashville R. R.	179. 34	8, 967. 00	50. 00
124013	Mobile, Ala., and New Orleans, La.	.....do.....	140. 06	7, 008. 00	50. 00
124015	{Chattanooga, Tenn., and Meridian, Miss. }	Alabama Great Southern R. R.	{ 143. 00 152. 60 }	{ 10, 965. 00	{ 50. 00 25. 00 }
MISSISSIPPI.					
126001	New Orleans, La., and Cairo, Ill.	Illinois Central R. R.....	550. 11	30, 256. 05	55. 00
126016	Meridian, Miss., and New Orleans, La.	New Orleans and Northwestern R. R.	196. 30	4, 907. 50	25. 00
TENNESSEE.					
127002	Bristol and Chattanooga.....	East Tennessee, Virginia and Georgia Rwy.	242. 79	12, 139. 50	50. 00
127004	Nashville and Chattanooga...	Nashville, Chattanooga and St. Louis Rwy.	151. 00	4, 775. 00	25. 00
127006	Nashville, Tenn., and Decatur, Ala.	Louisville and Nashville R. R.	121. 75	3, 043. 75	25. 00
KENTUCKY.					
129004	Cincinnati, Ohio, and Louisville, Ky.	Louisville and Nashville R. R.	109. 00	8, 720. 00	80. 00
129006	Louisville, Ky., and Nashville, Tenn.	.....do.....	186. 14	14, 891. 20	80. 00
129008	Bowling Green and Memphis.	.....do.....	262. 70	7, 881. 00	30. 00
129017	Cincinnati Junction (n.o.) and Louisville and Nashville Junction (n.o.)	.....do.....	4. 50	360. 00	80. 00
129020	Cincinnati, Ohio, and Chattanooga, Tenn.	Cincinnati, New Orleans and Texas Pacific Rwy.	338. 70	27, 096. 00	80. 00
129025	Huntington, W. Va., and Cincinnati, Ohio.	Maysville and Big Sandy R. R.	160. 88	4, 022. 00	25. 00
OHIO.					
131001	Bellaire and Newark.....	Baltimore and Ohio R. R.....	103. 07	5, 153. 50	50. 00
131002	Pittsburg, Pa., and Chicago, Ill.	Pennsylvania Co.....	468. 20	42, 138. 00	90. 00

for the fiscal years ending June 30, 1891, and June 30, 1892, etc.—Continued.

June 30, 1892.			Increase per annum of 1892.	Decrease per annum of 1892.	Number of lines and authorized length of cars June 30, 1892.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
161.40	14,526.00	90.00	.....	42.80	1 line 60 feet; 1 line 50 feet.	Decrease in distance.
110.00	7,150.00	65.00	.....	26.00	{ 1 line 50 feet; 1 line 40 feet. }	Do.
115.00	7,475.00	65.00	.....		1 line 50 feet; 1 line 40 feet.	Do.
102.10	6,638.50	65.00	.....	22.10	1 line 50 feet; 1 line 40 feet.	Do.
267.40	26,740.00	100.00	.....	53.00	2 lines 60 feet.	Do.
138.00	12,420.00	90.00	.....		1 line 60 feet; 1 line 40 feet.	Do.
86.90	6,952.00	80.00	2,807.00	6.00	2 lines 50 feet ...	Do.
171.56	11,151.40	65.00	.....		1 line 50 feet; 1 line 40 feet.	Do.
108.00	2,575.00	25.00	.....		1 line 40 feet ...	Do.
143.80	3,595.00	25.00	.....	5.50	1 line 40 feet ...	Do.
125.00	3,125.00	25.00	.....	7.50	1 line 40 feet ...	Do.
85.83	6,886.40	80.00	2,574.90	38.50	2 lines 50 feet ...	Do.
79.70	1,992.50	25.00	.....	21.75	1 line 40 feet ...	Do.
183.04	4,578.00	25.00		20.50	1 line 40 feet ...	1 line 50-foot cars established July 1, 1891.
178.38	14,270.40	80.00	5,351.40	48.00	2 lines 50 feet ...	
139.73	9,082.45	65.00	2,005.95	16.50	1 line 50 feet; 1 line 40 feet.	Do.
143.00	10,957.50	50.00	}	7.50	{ 2 lines 40 feet ... }	1 line 50 cars established July 1, 1891.
152.30		25.00			{ 1 line 40 feet ... }	
550.11	30,258.05	55.00	.....		1 line 45 feet; 1 line 40 feet.	Decrease in distance.
196.00	4,900.00	25.00	.....	7.50	1 line 40 feet.	
242.70	12,135.00	50.00	.....	4.50	2 lines 40 feet ...	Decrease in dis nce.
151.00	3,775.00	25.00	.....		1 line 40 feet ...	Do.
121.56	3,039.00	25.00	.....	4.75	1 line 40 feet ...	
109.00	3,720	80.00	.....		2 lines 50 feet ...	Do.
180.14	14,891.20	80.00	.....		2 lines 50 feet ...	
202.65	7,879.50	30.00	.....	1.50	1 line 45 feet ...	Do.
4.50	360.00	80.00	.....		2 lines 50 feet ...	
338.70	27,096.00	80.00	.....		2 lines 50 feet ...	Do.
0.0						
100.39	4,009.75	25.00	.....	12.25	1 line 40 feet ...	Do.
103.80	5,190.00	50.00	36.50	.....	1 line 60 feet ...	Additional line of 60-foot cars established Decem- ber 21, 1891.
408.20	65,548.00	140.00	23,410.00	.....	2 lines 60 feet; 1 line 50 feet.	

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1891.		
			Length of route.	Pay per annum.	Pay per mile.
	OHIO—continued.		<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>
131007	Elyria and Millbury	Lake Shore and Michigan Southern Rwy.	75.01	3,750.50	50.00
131010	Chicago and Newark	Baltimore and Ohio R. R.	88.04	4,402.00	50.00
131013	Columbus and Delaware	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	24.48	1,224.00	80.00
131014	Columbus and Cincinnati	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	119.40	11,940.00	100.00
131015	Columbus, Ohio, and Indianapolis, Ind.	do	188.37	47,092.50	250.00
131016	Gallion, Ohio, and Indianapolis, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	204.09	5,102.25	25.00
131019	Toledo and Lafayette	Wabash R. R.	203.10	35,839.75	90.00
	Lafayette and Decatur		119.80		115.00
	Decatur and Quincy		151.35		25.00
131023	Dayton and Toledo	Dayton and Michigan R. R.	143.90	7,195.00	50.00
131025	Cincinnati, Ohio, and Richmond, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.			
131026	Cincinnati and Dayton	Cincinnati, Hamilton and Dayton R. R.	59.10	2,955.00	50.00
131028	Cincinnati, Ohio, and Parkersburg, W. Va.	Baltimore and Ohio Southwestern R. R.	195.30	19,530.00	100.00
131032	Pittsburg, Pa., and Columbus, Ohio.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	193.00	67,550.00	350.00
131033	Columbus and Springfield	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	45.11	3,008.80	80.00
131042	Cleveland and Gallion	do	79.74	17,340.70	105.00
	Gallion and Delaware		33.93		80.00
	Delaware and Springfield		50.08		
	Springfield and Cincinnati		78.17		80.00
131045	Toledo, Ohio, and Elkhart, Ind.	Lake Shore and Michigan Southern Rwy.	138.97	26,794.00	200.00
131047	Chicago, Ohio, and Chicago, Ill.	Baltimore and Ohio R. R.	271.28	13,564.00	50.00
131095	Buffalo, N. Y., and Elyria, Ohio	Lake Shore and Michigan Southern Rwy.	208.06	205,031.50	440.00
	Elyria and Millbury		79.77		390.00
	Millbury and Toledo		8.07		440.00
	Toledo, Ohio, and Elkhart, Ind.		142.90		240.00
	Elkhart, Ind., and Chicago, Ill.		101.20		440.00
	INDIANA.				
133002	Indianapolis and Terre Haute	Terre Haute and Indianapolis R. R.	74.39	18,597.50	250.00
133003	Indianapolis, Ind., and Cincinnati, Ohio.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	111.40	12,811.00	115.00
133006	Indianapolis and Lafayette	do	64.80	7,429.00	115.00
133008	Louisville Junction (n. o.), Ky., and Chicago, Ill.	Louisville, New Albany and Chicago Rwy.	322.40	8,060.00	25.00
137009	Richmond, Ind., and Chicago, Ill.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.			
138010	Cincinnati, Ohio, and East St. Louis, Ill.	Ohio and Mississippi Rwy.	338.90	33,890.00	100.00
138018	Indianapolis, Ind., and Peoria, Ill.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.	212.41	5,310.25	25.00
138029	Lafayette, Ind., and Kankakee, Ill.	Cincinnati, Lafayette and Chicago R. R.	75.48	8,680.20	115.00
138044	Terre Haute, Ind., and East St. Louis, Ill.	Terre Haute and Indianapolis R. R.	167.75	41,937.50	250.00
	ILLINOIS.				
138001	Chicago, Ill., and Milwaukee, Wis.	Chicago and Northwestern Rwy. Co.	85.00	3,400.00	40.00
138002	Chicago and Freeport	do	121.30	4,852.00	40.00

cars for the fiscal years ending June 30, 1891, and June 30, 1892, etc.—Continued.

June 30, 1892.			Increase per annum of 1891.	Decrease per annum of 1892.	Number of lines and authorized length of cars June 30, 1892.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i> 74.16	<i>Dollars.</i> 7,416.00	<i>Dollars.</i> 100.00	<i>Dollars.</i> 3,655.50		2 lines 60 feet	1 line 60 feet from July 1, 1891; decrease in distance.
87.80	4,390.00	50.00		12.00	1 line 60 feet	Decrease in distance.
23.97	1,917.60	80.00		40.80	2 lines 50 feet	Do.
119.40	11,940.00	100.00			2 lines 60 feet	
187.82	53,977.80	290.00	6,885.30		5 lines 60 feet; 1 line 50 feet.	Part of service performed on loop lines.
206.16	5,079.00	25.00		23.25	1 line 40 feet.	Decrease in distance.
203.10 119.80 150.60	35,821.00	90.00 115.00 25.00		18.75	1 line 60 feet; 1 line 50 feet; 1 line 60 feet; 1 line 50 feet 1 line 40 feet; 1 line 40 feet.	Do.
143.90	9,353.50	65.00	2,158.50		1 line 50 feet; 1 line 40 feet.	Increase in r. p. o.
74.30	1,857.50	25.00	1,857.50		1 line 40 feet	Established April 19, 1892.
50.10	3,841.50	65.00	886.50		1 line 50 feet; 1 line 40 feet.	Established September 1, 1891.
195.30	19,530.00	100.00			2 lines 60 feet.	
191.00	74,480.00	390.00	6,940.00		7 lines 60 feet; 1 line 50 feet.	Increase in r. p. o.; decrease in distance.
45.00	3,600.00	80.00		8.80	2 lines 50 feet	Decrease in distance.
79.74 33.93 50.08 78.17	17,340.70	105.00 80.00 450.00 80.00			2 lines 50 feet; 1 line 40 feet; 2 lines 50 feet. Nor p. o. cars. 2 lines 50 feet.	
133.68	32,751.00	245.00	5,957.60		4 lines 60 feet; 1 line 50 feet.	Increase in r. p. o. and decrease in distance.
271.10	12,555.00	50.00		9.00	1 line 60 feet	Decrease in distance.
208.06 79.77 8.07 142.90 101.20	190,298.00	450.00 350.00 450.00 200.00 450.00		5,733.50	9 lines 60 feet 7 lines 60 feet 9 lines 60 feet 4 lines 60 feet 9 lines 60 feet	Decrease in r. p. o.
73.00	21,170.00	290.00	2,572.50		5 lines 60 feet; 1 line 50 feet.	Increase in R. P. O. Decrease in distance.
110.80	12,742.00	115		60.00	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Decrease in distance.
64.00	7,360.00	115		60.00	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Do.
322.40	8,060.00	25.00			1 line 40 feet	
226.10	5,652.50	25.00	5,652.50		1 line 40 feet	Established April 19, 1892.
338.90	33,890.00	100.00			2 lines 60 feet	
211.50	5,287.50	25.00		22.75	1 line 40 feet	Decrease in distance.
74.80	8,602.00	115.00		78.20	1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Do.
166.50	48,285.00	290.00	6,347.50		5 lines 60 feet; 1 line 50 feet.	Increase in R. P. O. Decrease in distance.
85.00	3,400.00	40.00			1 line 50 feet	
120.90	4,836.00	40.00		16.00	1 line 50 feet	Decrease in distance.

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and termini.	Corporate title of company.	June 30, 1891.		
			Length of route.	Pay per annum.	Pay per mile.
ILLINOIS—continued.					
135003	Chicago, Ill., and Cedar Rapids, Iowa.	do	Miles. 219.40	Dollars. 34,148.00	Dollars. 90.00
	Cedar Rapids and Missouri Valley.		247.70		50.00
	Missouri Valley and Council Bluffs.		21.40		90.00
	Council Bluffs and Union Pacific Transfer (n. o.).		1.40		65.00
135007	Chicago and Galesburg.	Chicago, Burlington and Quincy R. R. Co.	162.70	59,635.00	300.00
135010	Galesburg, Ill., and Burlington, Iowa.		43.30		250.00
	Galesburg and Quincy.	do	100.61	7,545.75	75.00
135015	Chicago, Ill., and Davenport, Iowa.	Chicago, Rock Island and Pacific Rwy. Co.	182.63	11,870.95	65.00
135017	Chicago and East St. Louis.	Chicago and Alton R. R. Co.	281.10	28,110.00	100.00
	Chicago and Kankakee.		55.87		190.00
135020	Kankakee and Centralia.	Illinois Central R. R. Co.	196.23	28,168.30	75.00
	Centralia and Cairo.		113.43		25.00
135021	Dubuque, Iowa, and Freeport, Ill.	do	69.56	9,776.90	65.00
135023	Mendota and Centralia.	Wabash R. R. Co.	210.22		25.00
	Decatur and East St. Louis.		113.66	10,229.40	90.00
135032	East St. Louis, Ill., and Nashville, Tenn.	Louisville and Nashville R. R. Co.	318.78	7,909.50	25.00
135035	Chicago, Ill., and Milwaukee, Wis.	Chicago, Milwaukee and St. Paul Rwy. Co.	85.39	19,639.70	230.00
135054	Chicago and Lanark Junction (n. o.).	do	116.60	2,915.00	25.00
135105	Chicago and Freeport.	Illinois Central R. R. Co.	114.44	2,861.00	25.00
MICHIGAN.					
137006	Detroit and Jackson.	Michigan Central R. R. Co.	76.06	10,268.10	135.00
137010	Jackson and Grand Rapids.	do	94.68	3,787.20	40.00
137031	Fort Howard, Wis., and Ishpeming, Mich.	Chicago and Northwestern Rwy. Co.	180.08	4,502.00	25.00
137035	Toledo, Ohio, and Detroit, Mich.	Michigan Central R. R. Co.	59.30	2,965.00	50.00
137080	Jackson, Mich., and Chicago, Ill.	do	210.18	19,965.20	95.00
WISCONSIN.					
139001	Milwaukee and Prairie du Chien.	Chicago, Milwaukee and St. Paul Rwy. Co.	193.60	7,744.01	40.00
139002	Milwaukee and Lacrosse.	do	197.83	37,587.70	190.00
139009	Chicago and Harvard.	Chicago and Northwestern Rwy. Co.	62.70	10,427.05	80.00
	Harvard and Janesville.		28.40		40.00
	Fond du Lac and Fort Howard.		65.77		65.00
139010	Caledonia, Ill., and Evansville, Wis.	do	37.95	13,646.00	40.00
	Evansville and Winona Junction (n. o.).		151.00		80.00
139011	Kenosha, Wis., and Rockford, Ill.	do	15.00	600.00	40.00
139012	Milwaukee and Fond du Lac.	do	63.72	4,141.80	65.00
139014	Winona, Minn., and Winona Junction (n. o.), Wis.	do	29.71	2,376.80	80.00
139024	Lanark Junction (n. o.) and Savanna, Ill.	Chicago, Milwaukee and St. Paul Rwy. Co.	22.00	550.00	25.00
139064	Janesville and Evansville.	Chicago and Northwestern Rwy. Co.	10.75	670.00	40.00

cars for the fiscal year ending June 30, 1891, and June 30, 1892, etc.—Continued.

June 30, 1892.			Increase per annum of 1891.	Decrease per annum of 1892.	Number of lines and authorized length of cars June 30, 1892.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
219.40		90.00			1 line 60 feet; 1 line 50 feet.	
247.70		50.00			2 lines 40 feet.	
21.40	34, 148.00	90.00			2 lines 40 feet; 1 line 50 feet.	
1.40		65.00			1 line 50 feet; 1 line 40 feet.	
162.44	59, 582.00	300.00		53.00	6 lines 60 feet.	Decrease in distance.
43.40		250.00			5 lines 60 feet.	
99.80	8, 982.00	90.00	1, 436.25		1 line 60 feet; 1 line 50 feet; 1 line 40 feet.	Decrease in distance. One additional line 50-foot cars from Dec 1, 1891.
170.00	11, 635.00	65.00		235.95	1 line 50 feet; 1 line 40 feet.	Decrease in distance.
280.70	28, 070.00	100.00		40.00	2 lines 60 feet.	Do.
55.75		205.00			1 line 60 feet; 2 lines 50 feet; 3 lines 40 feet.	1 additional line of 50-foot cars over whole route to supersede 1 line of 40 feet.
196.43	33, 612.25	90.00	5, 443.95		1 line 50 feet; 2 lines 40 feet.	
112.62		40.00			1 line 50 feet; 1 line 40 feet.	Decrease in distance.
68.77	9, 769.80	65.00		7.10	1 line 50 feet; 1 line 40 feet.	
211.99		25.00			1 line 40 feet.	Do.
110.20	9, 918.00	90.00		311.40	1 line 60 feet; 1 line 50 feet.	
319.20	7, 980.00	25.00	10.50		1 line 40 feet.	Increase in distance.
85.29	21, 774.45	255.00	2, 134.75		2 lines 60 feet; 2 lines 50 feet; 1 line 40 feet.	1 additional line 40-foot cars from July 20, 1891.
116.00	2, 915.00	25.00			1 line 40 feet.	Decrease in distance.
114.40	2, 860.00	25.00		1.00	do.	
75.70	10, 219.50	135.00		48.60	1 line 60 feet, at \$50; 1 line 55 feet, at \$45; 1 line 50 feet, at \$40.	Do.
93.90	3, 756.00	40.00		31.20	1 line 50 feet.	Do.
179.70	4, 492.50	25.00		9.50	1 line 40 feet.	Do.
50.30	2, 965.00	50.00			2 lines 40 feet.	Do.
200.80	19, 931.00	95.00		34.20	1 line 60 feet; 1 line 55 feet.	
193.90	7, 756.00	40.00	11.99		1 line 50 feet.	Increase in distance.
197.70	42, 505.50	215.00	4, 917.80		3 lines 60 feet; 1 line 50 feet; 1 line 40 feet.	Decrease in distance. One additional line 40-foot cars from July 20, 1891.
62.70	10, 409.50	80.00		17.55	2 lines 50 feet.	Decrease in distance.
28.40		40.00			1 line 40 feet.	
65.50		65.00			1 line 50 feet; 1 line 40 feet.	
37.90		40.80			1 line 50 feet.	
151.50	13, 636.00	80.00		10.00	2 lines 50 feet.	Do.
15.00	600.00	40.00			1 line 50 feet.	Do.
63.30	4, 114.50	65.00		27.30	1 line 50 feet; 1 line 40 feet.	
29.30	2, 344.00	80.00		32.80	2 lines 50 feet.	Do.
22.00	550.00	25.00			1 line 40 feet.	Do.
18.10	644.00	40.00		26.00	1 line 40 feet.	

I.—Table showing the rate of pay per annum for the use of railway post-office cars

No. of route.	State and termini.	Corporate title of company.	June 30, 1891.		
			Length of route.	Pay per annum.	Pay per mile.
MINNESOTA.					
141001	St. Paul, Minn., and Forayth, Mont.	Northern Pacific R. R. Co.	Miles. 789.52	Dollars. 19,738.00	Dollars. 25.00
141004	St. Cloud and Crookston	St. Paul, Minneapolis and Manitoba Rwy. Co.	225.13	5,628.25	25.00
141006	St. Paul and Minneapolis	do	10.44	261.00	25.00
141009	McGregor and Calmar	Chicago, Milwaukee and St. Paul Rwy. Co.	43.11	1,077.75	25.00
141013	Minneapolis, Minn., and La Crosse, Wis.	do	142.04	21,306.00	150.00
141025	St. Paul, Minn., and Sioux City, Iowa.	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	269.79	10,791.00	40.00
141039	Crookston, Minn., and Devils Lake, N. Dak.	St. Paul, Minneapolis and Manitoba Rwy. Co.	114.55	2,863.75	25.00
141070	Minneapolis and St. Cloud....	Great Northern Rwy. Co	67.17	1,679.25	25.00
IOWA.					
143005	Burlington and Union Pacific Transfer (n. o.).	Chicago, Burlington and Quincy R. R. Co.	294.00	73,500.00	250.00
143012	Sabula and McGregor	Chicago, Milwaukee and St. Paul Rwy. Co.	96.90	2,422.50	25.00
143014	Davenport and Iowa City	Chicago, Rock Island and Pacific Rwy. Co.	53.97 284.00	16,708.05	65.00 50.00
143017	Davenport, Iowa, and Trenton, Mo.	do	236.18	5,904.50	25.00
143021	Dubuque and Sioux City	Illinois Central R. R. Co.....	327.70	8,192.50	25.00
143025	Calmar and Sanborn	Chicago, Milwaukee and St. Paul Rwy. Co.	200.49	5,012.25	25.00
143028	Savanna and Sabula	do	3.42	85.50	25.00
143029	Missouri Valley and California	do	6.15 70.12	3,204.55	65.00 40.00
143073	Pacific Junction, Iowa, and Plattsmouth, Nebr.	Chicago, Burlington and Quincy R. R. Co.	5.64	225.00	40.00
143077	California, Iowa, and Fremont, Nebr.	Sioux City and Pacific R. R. Co.	32.01	800.25	25.00
MISSOURI.					
145001	St. Louis and Kansas City....	Missouri Pacific Rwy. Co.....	283.12	49,546.00	175.00
145002	St. Louis and Bismarck.....	St. Louis, Iron Mountain and Southern Rwy. Co.	75.33	4,896.45	65.00
145003	St. Louis and Monett	St. Louis and San Francisco Rwy. Co.	282.10 4.00	14,220.00	50.00 25.00
145004	St. Louis and Brunswick	Wabash R. R. Co.....	186.90 89.90	14,396.00	65.00 25.00
145006	Quincy, Ill., and Cameron, Mo.	Hannibal and St. Joseph R. R. Co.	171.24	13,699.20	80.00
145006	Kansas City and Napier.....	Kansas City, St. Joseph and Council Bluffs R. R. Co.	192.62 95.00	12,448.50	75.00 50.00
145010	Kansas City and Cameron	Hannibal and St. Joseph R. R. Co.	55.08	4,406.40	80.00
145011	Sedalia, Mo., and Denison, Tex.	Missouri, Kansas and Texas Rwy. Co.	433.12	28,153.45	65.00
145013	Brunswick and Pattonsburg..	Wabash R. R. Co.....	79.89	3,199.60	40.00
145020	Pierce City, Mo., and Wichita, Kans.	St. Louis and San Francisco Rwy. Co.	219.05	5,476.25	25.00
145026	Bismarck, Mo., and Texarkana, Ark.	Missouri Pacific Rwy. Co	414.28	26,928.20	65.00
145061	Pattonsburg, Mo., and Council Bluffs, Iowa.	Omaha and St. Louis Rwy. Co.	144.61	3,615.25	25.00
145064	Napier, Mo., and Rulo, Nebr ..	Burlington and Missouri River R. R. Co. (in Nebr.).	9.51	237.75	25.00
LOUISIANA.					
149003	New Orleans and Lafayette ..	Morgan's Louisiana and Texas R. R. and Steamship Co.	145.45	3,636.25	25.00
149010	Lafayette, La., and Orange .. Tex.	Louisiana Western R. R.	113.66	2,841.50	25.00
TEXAS.					
150006	Longview and Palestine	International and Great Northern R. R.	81.81	2,045.25	25.00

for the fiscal years ending June 30, 1891, and June 30, 1892, etc.—Continued.

June 30, 1892.			Increase per annum of 1892.	Decrease per annum of 1892.	Number of lines and authorized, length of cars June 30, 1892.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
Miles.	Dollars.	Dollars.	Dollars.	Dollars.		
789.50	19,737.50	25.00	.....	.50	1 line 40 feet....	Decrease in distance.
224.38	5,609.50	25.00	.....	18.75	1 line 40 feet....	Do.
10.44	261.00	25.00	.....	.....	1 line 40 feet....	Do.
43.10	1,077.50	25.00	.....	.25	1 line 40 feet....	Do.
141.78 130.87	24,538.75	{ 150.00 25.00 }	{ 3,232.75	.....	{ 3 lines 60 feet.... 1 line 40 feet....	{ Decrease in distance. One additional line 40-foot cars from July 20, 1891, between St. Paul and La Crosse, 130.87 miles.
269.00	10,760.00	40.00	.....	21.60	1 line 50 feet....	Decrease in distance.
114.38	2,859.50	25.00	.....	4.25	1 line 40 feet....	Do.
66.76	1,669.00	25.00	.....	10.25	1 line 40 feet....	Do.
293.86	73,465.00	250.00	.....	35.00	5 lines 60 feet....	Do.
96.90	2,422.50	25.00	.....	.....	1 line 40 feet....	Do.
53.80 264.00	{ 16,697.00	{ 65.00 50.00 }	.....	11.05	{ 1 line 50 feet; 1 line 40 feet....	Do.
233.70	5,842.50	25.00	.....	62.00	{ 2 lines 40 feet.... 1 line 40 feet....	Do.
326.62	8,165.50	25.00	.....	27.00	1 line 40 feet....	Do.
260.40	5,010.00	25.00	.....	2.25	1 line 40 feet....	Do.
2.74	68.50	25.00	.....	17.00	1 line 40 feet....	Do.
5.90 69.80	{ 3,175.50	{ 65.00 40.00 }	.....	29.05	{ 1 line 50 feet; 1 line 40 feet....	Do.
5.00	200.00	40.00	.....	25.60	{ 1 line 50 feet.... 1 line 50 feet....	Do.
31.30	782.50	25.00	.....	17.75	1 line 40 feet....	Do.
283.20	49,560.00	175.00	14.00	.....	3 lines 60 feet; 1 line 40 feet....	Increase in distance.
68.50	4,452.50	65.00	.....	443.95	1 line 50 feet; 1 line 40 feet....	Decrease in distance.
282.00 4.90	{ 14,222.50	{ 50.00 25.00 }	2.50	.....	{ 2 lines 40 feet.... 1 line 40 feet....	Increase in distance.
187.10 89.70	{ 14,404.00	{ 65.00 25.00 }	8.00	.....	{ 1 line 50 feet; 1 line 40 feet....	Do.
170.84	13,667.20	80.00	.....	32.00	{ 1 line 40 feet.... 2 lines 50 feet....	Decrease in distance.
102.00 95.50	{ 12,425.00	{ 75.00 50.00 }	.....	21.50	{ 3 lines 40 feet.... 2 lines 40 feet....	Do.
55.00	4,400.00	80.00	.....	6.40	2 lines 50 feet....	Do.
435.12	28,282.80	65.00	129.35	.....	1 line 50 feet; 1 line 40 feet....	Increase in distance.
79.70 218.60	{ 3,188.00 5,465.00	{ 40.00 25.00 }	.....	11.60 11.25	{ 1 line 50 feet.... 1 line 40 feet....	Decrease in distance.
414.20	26,923.00	65.00	.....	5.20	1 line 50 feet; 1 line 40 feet....	Do.
144.60	3,615.00	25.00	.....	.25	1 line 40 feet....	Do.
9.50	237.50	25.00	.....	.25	1 line 40 feet....	Do.
144.91	3,622.75	25.00	.....	13.50	1 line 40 feet....	Do.
112.48	2,811.50	25.00	.....	30.00	1 line 40 feet....	Do.
81.30	2,032.50	25.00	.....	12.75	1 line 40 feet....	Do.

I.—Table showing the rate of pay per annum for the use of railway post-office

No. of route.	State and terminal.	Corporate title of company.	June 30, 1891.		
			Length of route.	Pay per annum.	Pay per mile.
TEXAS—continued.					
150007	Palestine and San Antonio.....	International and Great Northern R. R.	<i>Miles.</i> 261.46	<i>Dollars.</i> 6,536.50	<i>Dollars.</i> 25.00
150009	Marshall and Longview	Texas Pacific Rwy.	{ 23.50	{ 5,080.00	{ 50.00
150010	Longview and Fort Worth.....	do	{ 156.20	{ 3,730.50	{ 25.00
	Texarkana, Ark., and Marshall, Tex.		{ 74.61		{ 50.00
150012	Houston and Orange.....	Texas and New Orleans R. R.	106.89	2,672.25	25.00
KANSAS.					
155001	Kansas City, Mo., and Denver, Colo.	Union Pacific Rwy.	639.73	15,993.25	25.00
Part } 155010	Topeka, Kans., and Pueblo, Colo.	Atchison, Topeka and Santa Fe R. R.	{ 504.39 64.20	{ 47,963.10	{ 90.00 40.00
Part } 155012	Rulo Y (n. o.) and Table Rock..	Burlington and Missouri River R. R. (in Nebr.).	{ 41.60	{ 1,040.00	{ 25.00
155016	Topeka, Kans., and Kansas City, Mo.	Atchison, Topeka and Santa Fe R. R.	66.88	6,019.20	90.00
Part } 155087	Wichita and Burton.....	St. Louis and San Francisco Rwy.	{ 34.78	{ 869.50	{ 25.00
NEBRASKA.					
157001	Union Pacific Transfer (n. o.), Iowa, and Ogden, Utah.	Union Pacific Rwy.	{ 374.08 629.09 30.53	{ 114,248.50	{ 125.00 100.00 150.00
157002	Ashland and Hastings.....	Burlington and Missouri River R. R. (in Nebr.).	121.98	7,928.70	65.00
Part } 157004	Omaha and Oreoopolis Junction (n. o.).	do	16.60	664.00	40.00
Part } 157009	Hastings and McCook.....	do	131.98	8,578.70	65.00
157010	Fremont and Long Pine	Fremont, Elkhorn and Missouri Valley R. R.	213.81	5,345.25	25.00
Part } 157016	Wymore and Red Cloud	Burlington and Missouri River R. R. (in Nebr.).	{ 108.22	{ 2,705.50	{ 25.00
157020	Wymore and Table Rock	do	40.37	1,009.25	25.00
Part } 157029	Red Cloud and Oxford.....	do	{ 64.87	{ 1,621.75	{ 25.00
157038	Omaha and Ashland.....	do	31.20	2,028.00	65.00
Part } 157039	Plattsmouth and Oreoopolis Junction (n. o.).	do	{ 4.47	{ 178.80	{ 40.00
WYOMING.					
164001	Granger, Wyo., and Huntington, Oregon.	Oregon Short Line and Utah Northern Rwy.	541.45	27,072.50	50.00
COLORADO.					
165006	La Junta, Colo., and Albuquerque, N. Mex.	Atchison, Topeka and Santa Fe R. R.	347.50	13,900.00	40.00
OREGON.					
173001	Portland and Ashland.....	Southern Pacific Co	342.86	8,571.50	25.00
173003	Umatilla and Huntington	Oregon Short Line and Utah Northern Rwy.	217.74	5,443.50	25.00
Part } 173005	Portland and Umatilla.....	do	186.90	4,672.50	25.00
CALIFORNIA.					
176001	San Francisco, Cal., and Ogden, Utah.	Southern Pacific Co	{ 32.17 75.86 725.85	{ 86,893.00	{ 150.00 125.00 100.00
176003	Roseville and Redding.....	do	151.67	3,791.75	25.00
176010	Lathrop and Goshen.....	do	146.76	3,669.00	25.00
Part } 176014	Goshen and Los Angeles	do	{ 242.89	{ 6,072.25	{ 25.00
176032	Port Costa and Lathrop	do	62.58	1,564.50	25.00

cars for the fiscal year ending June 30, 1891, and June 30, 1892, etc.—Continued.

June 30, 1892.			Increase per annum of 1891.	Decrease per annum of 1892.	Number of lines and authorized length of cars, June 30, 1892.	Remarks.
Length of route.	Pay per an- num.	Pay per mile.				
<i>Miles.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>	<i>Dollars.</i>		
261.30	6,532.50	25.00	.....	4.00	1 line 40 feet....	Decrease in distance.
23.50	5,060.00	50.00	.....	.....	2 lines 40 feet....	Do.
156.26		25.00	.....	.....	1 line 40 feet....	
74.10		50.00	.....	25.50	2 lines 40 feet....	
105.02	2,640.50	25.00	.....	31.75	1 line 40 feet....	Do.
630.15	15,978.75	25.00	.....	14.50	1 line 40 feet....	Cut off terminal distance.
504.38	47,933.90	90.00	}	20.20	1 line 60 feet....	Do.
63.47		40.00			1 line 50 feet; 1 line 50 feet....	
41.00	1,040.00	25.00	.....	.....	1 line 40 feet....	Do.
66.48	5,983.20	90.00	.....	36.00	1 line 60 feet and 1 line 50 feet....	
33.50	837.50	25.00	.....	32.00	1 line 40 feet....	Do.
374.08	135,375.75	150.00	} 21,127.25	.....	2 lines 60 and 2 lines 40 feet....	Increase in R. P. O. service.
472.97		125.00			2 lines 60 and 1 line 40 feet....	
30.52		150.00			3 lines 60 feet....	
155.63		100.00			2 lines 60 feet....	
121.10	7,871.50	65.00	.....	57.20	1 line 40 feet and 1 line 50 feet....	Cut off terminal distance.
16.60	664.00	40.00	.....	.....	1 line 50 feet....	Do.
131.00	8,554.00	65.00	.....	24.70	1 line 40 feet and 1 line 50 feet....	
213.60	5,340.00	25.00	.....	5.25	1 line 40 feet....	Do.
107.30	2,682.50	25.00	.....	23.00	1 line 40 feet....	Do.
39.20	980.00	25.00	.....	22.25	1 line 40 feet....	Do.
64.70	1,617.50	25.00	.....	4.25	1 line 40 feet....	Do.
30.70	1,965.50	65.00	.....	32.50	1 line 40 feet and 1 line 50 feet....	Do.
4.30	172.00	40.00	.....	6.80	1 line 50 feet....	Do.
541.30	27,065.00	50.00	.....	7.50	1 line 60 feet....	Do.
347.50	13,900.00	40.00	.....	.....	1 line 50 feet....	Do.
341.47	8,536.75	25.00	.....	34.75	1 line 40 feet....	
217.40	5,435.00	25.00	.....	8.50	1 line 40 feet....	Do.
186.90	4,672.50	25.00	.....	.....	1 line 40 feet....	Do.
32.17	86,840.00	150.00	}	53.00	1 line 60 feet; 1 line 55 feet; 2 lines 40 feet....	
75.86		125.00			1 line 60 feet; 1 line 55 feet; 1 line 40 feet....	
725.32		100.00			1 line 60 feet; 1 line 55 feet....	
322.58		25.00			1 line 40 feet....	
144.30	3,657.50	25.00	.....	11.50	1 line 40 feet....	Increase in R. P. O. service. Cut off terminal distance.
242.83	6,070.75	25.00	.....	1.50	1 line 40 feet....	Do.
62.17	1,564.25	25.00	.....	10.25	1 line 40 feet....	Do.

K.—Statement of expenditures on account of special facilities for the fiscal year ended June 30, 1892, out of \$295,421.79 appropriated by act approved March 3, 1891.

No. of route.	Terminal.	Railroad company.	Miles.	Pay per annum.
106005	New York, N. Y., to Springfield, Mass.	New York, New Haven and Hartford.	135.73	\$11,431.34
107011	4.35 a. m. train, New York to Albany, N. Y.	New York Central and Hudson River.	144.00	16,000.00
113006	Baltimore to Hagerstown, Md.	Western Maryland	86.10	10,475.50
113001	Philadelphia, Pa., to Bay View (n. o.), Md.	Philadelphia, Wilmington and Baltimore.	92.00	13,333.00
113013	Bay View (n. o.) to Quantico, Va.	Baltimore and Potomac	80.03	14,000.00
114001	Quantico to Richmond, Va.	Richmond, Fredericksburg and Potomac.	81.50	11,612.84
114008	Richmond to Petersburg, Va.	Richmond and Petersburg	23.07	2,806.85
114009	Petersburg to Weldon, N. C.	Petersburg	63.54	7,720.70
118002	Weldon to Wilmington, N. C.	Wilmington and Weldon	161.47	19,684.18
120002	Wilmington to Florence, S. C.	Wilmington, Columbia and Augusta.	110.00	13,383.34
120005	Florence to Charleston Junction (n. o.).	Northeastern	95.00	11,558.33
120004	Charleston Junction (n. o.) to Savannah, Ga.	Charleston and Savannah	108.00	13,140.00
121009	Savannah to Jacksonville, Fla.	Savannah, Florida and Western	171.50	20,873.14
123018	Jacksonville to Sanford, Fla.	Jacksonville, Tampa and Key West.	120.18	15,244.83
123007	Sanford to Tampa, Fla.	South Florida	116.39	14,063.45
	Total			196,614.16

L.—Statement showing miles of railroad service ordered from July 1, 1891, to June 30, 1892.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
101008	Maine	Portland—Change in terminus	Ext.	Portland and Rochester R. R.	1.07	Oct. 19, 1891
101032	do	Phillips—Rangely	New	Phillips and Rangely R. R. Co.	29.23	Dec. 7, 1891
103001	Vermont	Readboro—Wilmington	Ext.	Hoseac Tunnel and Wilmington R. R. Co.	12.95	Do.
104084	Massachusetts	Walpole Junction (n. o.)—Wrentham	New	Old Colony R. R. Co.	5.79	Oct. 15, 1891
104085	do	Montvale Junction (n. o.)—Stoneham	do	Boston and Maine R. R.	2.53	Feb. 1, 1892
105011	Rhode Island	Woonsocket—Harrisville	do	New York and New England R. R. Co.	10.46	Apr. 18, 1892
105012	New York	Gonawima—Lyons	Ext.	Fall Brook Coal Co.	14.46	Feb. 24, 1892
107103	do	Coymans Junction—Fuller Station	New	West Shore R. R. Co.	19.47	June 20, 1892
107155	do	Jamestown—D. A. V. and P. Junction (n. o.)	do	Jamestown Street Ry. Co.	4.00	Do.
108075	New Jersey	Landsdown Station (n. o.)—Pittstown	do	Lehigh Valley R. R. Co.	4.16	Oct. 1, 1891
108076	do	Heisterville—Manas River	Ext.	West Jersey R. R. Co.	1.07	Nov. 16, 1891
108077	do	New Brunswick—South Amboy	New	Raritan River R. R.	13.45	June 20, 1892
101093	Pennsylvania	Sayreville Junction (n. o.)—Sayreville	do	Delaware River and Lancaster R. R. Co.	1.84	Do.
101094	do	French Creek Junction (n. o.)—Covington	do	Shippensburg R. R. Co.	9.41	July 1, 1891
101095	do	Wilmington Junction (n. o.)—Sharpsville	do	Philadelphia and Reading R. R. Co.	17.11	July 20, 1891
101096	do	Harrisburg—D. and M. Junction (n. o.)	do	Lackawanna and Montross R. R. Co.	12.60	July 12, 1891
101097	do	Alford—Montrose	do	Pennsylvania R. R. Co.	11.19	Oct. 12, 1891
102000	do	Latrobe—Hostetter	do	Northeast Pennsylvania R. R. Co.	8.11	Do.
102001	do	Breadysville—New Hope	do	New York, Lake Erie and Western R. R. Co.	16.34	Nov. 2, 1891
102002	do	Challenge—Brookwayville	do	Pittsburg, Shuamanga and Lake Erie R. R. Co.	8.86	Nov. 9, 1891
102003	do	Erle—Greenville	do	Western Maryland R. R. Co.	62.40	Nov. 30, 1891
102004	do	Gettysburg Pa.—Highfield, Md	do	do	12.03	Dec. 21, 1891
102005	do	New Holland—Conestoga Junction (n. o.)	do	Pennsylvania R. R. Co.	1.42	Mar. 1, 1892
102006	do	Junction (n. o.)—Whitney	do	do	1.89	Jan. 1, 1892
102007	do	Harrison Valley—Mills	do	Fall Brook Coal Co.	6.25	Feb. 18, 1892
102008	do	Conococheague Junction (n. o.)—Graefenberg	Ext.	Chambersburg and Gettysburg R. R. Co.	11.00	Apr. 11, 1892
102009	do	Shedfield—Cherry Grove	do	do	9.30	Do.
102010	do	Etulalia—Parrish	do	Pittsburg and Moon Run R. R. Co.	5.00	Apr. 25, 1892
102011	do	Groveton—Moon Run	do	New York, Lake Erie and Western R. R. Co.	2.06	May 9, 1892
102012	do	Brookport Junction (n. o.)—Cartwright	do	Belleville Central R. R. Co.	20.16	June 20, 1892
102013	do	Belleville—State College	do	Lehigh Valley R. R. Co.	7.34	June 24, 1892
103001	Maryland	Lopez—Ricketts	Ext.	Baltimore and Eastern Shore R. R. Co.	42.87	Sept. 1, 1891
103002	do	Easton—Salisbury	New	Norfolk and Western R. R. Co.	11.51	July 15, 1891
104052	Virginia	Allisonia—Sylvanus	do	Chesapeake and Ohio Rwy. Co.	26.81	Nov. 2, 1891
104053	do	Beasemer—New Castle	do	Farmville and Powhatan R. R. Co.	4.54	Apr. 1, 1892
104054	do	Coalboro (n. o.)—Skinsquarter	Ext.	Chesapeake and Ohio Rwy. Co.	25.45	June 20, 1892
106030	West Virginia	Covington—Hot Springs	New	West Virginia and Pittsburgh R. R. Co.	44.52	Oct. 12, 1891
106031	do	Weston—Sutton	do	do	26.01	Do.
106032	do	Buckhamton—Selbyville	do	Norfolk and Western R. R. Co.	46.16	Mar. 21, 1892
106033	do	Kenova—Dunlow	do	Ravenswood, Spencer and Glenville Rwy. Co.	32.36	Apr. 11, 1892
108046	North Carolina	Ravenswood—Spencer	do	Richmond and Danville R. R. Co.	10.34	July 15, 1891
108047	do	Albemarle—Norwood	Ext.	do	5.23	Sept. 1, 1891
108048	do	Tomoka—Murphy	do	Wilmington, Chadbourn and Conway R. R. Co.	11.25	Do.
108049	do	Chadbourn—Hub	New	do	11.47	Feb. 1, 1892
108049	do	Red Springs—Bowmore (n. o.)	do	Red Springs Lumber Co.	11.47	Feb. 1, 1892

L.—Statement showing miles of railroad service ordered from July 1, 1891, to June 30, 1892.—Continued.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
118050	North Carolina	Winston—Mocksville	New	Richmond and Danville R. R. Co.	26.92	Feb. 1, 1892
118039	do	Pantego—Belleville	Ext.	Norfolk and Southern R. R. Co.	4.93	Mar. 23, 1892
118051	do	Pendleton—Murfreesboro	New	Murfreesboro R. R.	4.62	May 23, 1892
118052	do	Greenville—Kinston	do	Wilmington and Weldon R. R. Co.	29.36	June 13, 1892
120339	South Carolina	Sumter—Bennettsville	do	Charleston, Sumter and Northern R. R. Co.	62.50	Dec. 1, 1891
120339	do	Greenville—Marbleville	do	Carolina, Knoxville and Western R. R. Co.	15.45	Feb. 1, 1891
120400	do	Barrow—Allendale	do	Carolina Midland Rwy. Co.	17.67	Apr. 1, 1892
120429	do	Wisacky—Bishopville	Ext.	Bishopville R. R. Co.	5.93	Apr. 20, 1892
121055	Georgia	Millen—Rogers	do	Millen and Southern Rwy. Co.	0.28	Aug. 12, 1891
121059	do	Chattanooga, Tenn.—Gadsden, Ala.	New	Chattanooga and Southern Rwy. Co.	92.20	Nov. 16, 1891
121070	do	Macon—Eatonton	do	Middle Georgia and Atlantic Rwy. Co.	147.70	Do
121071	do	Clinton, S. C.—Lawrenceville, Ga.	do	Georgia, Carolina and Savannah R. R. Co.	18.60	Feb. 8, 1892
121072	do	Lawrenceville—Atlanta	do	Georgia, Carolina and Savannah R. R. Co.	53.61	Mar. 28, 1892
123041	Florida	Dunnellon—Hernando	Ext.	Florida, Carolina and Savannah R. R. Co.	28.11	June 1, 1892
123041	do	Hernando—Inverness	New	Florida, Carolina and Savannah R. R. Co.	12.60	Sept. 1, 1891
123042	do	Function (n. o.)—San Mateo	Ext.	St. Johns and Halifax River Rwy. Co.	5.71	Dec. 15, 1891
124040	Alabama	Edna—Mannie	New	East and West R. R. of Alabama	3.00	Jan. 18, 1892
127033	Tennessee	Redefer Junction (n. o.)—Jacksonville	do	Southern Iron Co.	21.55	Sept. 1, 1891
127034	do	Knoxville, Tenn.—Blue Ridge, Ga.	do	Marble and North Georgia Rwy. Co.	122.24	Oct. 12, 1891
127035	do	Pikeville—Dunlap	do	Nashville, Chattanooga and St. Louis Rwy. Co.	20.56	Mar. 23, 1892
127036	do	Erwin—Unaka Springs	do	Charleston, Cincinnati and Chicago R. R. Co.	4.11	June 1, 1892
127037	do	Johnson City—Embsville	do	East Tenn., Virginia and Georgia Rwy. Co.	12.32	June 20, 1892
129048	Kentucky	Versailles—Irvine	do	Richmond, Nicholasville, Irvine and Beattyville R. Co.	60.78	Oct. 19, 1891
129047	do	Paris—Hollow Rock	Ext.	Patuxent, Tennessee and Alabama R. R. Co.	29.89	Jan. 11, 1892
131116	Ohio	Akron—Chicago	New	Baltimore and Ohio R. R. Co.	75.20	Nov. 16, 1891
131051	do	Coal Grove, Ohio—Kenova, W. Va.	Ext.	Norfolk and Western R. R. Co.	8.23	Mar. 15, 1892
131117	do	Warrenton, Ohio—Wheeling, W. Va.	New	Wheeling and Lake Erie Rwy. Co.	12.60	Mar. 11, 1892
130062	Indiana	New Albany, Ind.—Louisville, Ky.	do	Pittsburg, Cin., Chicago and St. Louis Rwy. Co.	6.37	Oct. 1, 1891
130063	do	Jeffersonville Junction (n. o.)—Jeffersonville	do	do	1.86	Do
130064	do	Anderson—Rushville	do	Cinn., Wabash and Michigan Rwy. Co.	39.40	Oct. 25, 1891
130067	do	Ladoga—Waveland	Ext.	Midland Rwy. Co.	14.40	Mar. 15, 1892
135031	Illinois	Moline—Mulan	New	Davenport and Rock Island Rwy. Co.	8.05	Dec. 1, 1891
135106	do	Oakdale—Nashville	Ext.	Central and Chester R. R. Co.	8.74	Nov. 9, 1891
127094	Michigan	St. Ignace—Mackinaw City	Ext.	Mackinac Transportation Co.	7.83	July 1, 1891
127093	do	Traverse City—Elk Rapids	New	Chicago and West Michigan Rwy. Co.	21.18	Feb. 1, 1892
127084	do	Interlochen—Lake Ann	Ext.	Manitowish and Northeastern R. R. Co.	7.83	Mar. 15, 1892
127076	do	Ashley—Owasco	do	Toledo, Saginaw and Muskegon Rwy. Co.	21.40	Do
127060	do	Jennings—Lake City	do	Grand Rapids and Indiana R. R. Co.	6.85	Mar. 21, 1892
129081	Wisconsin	Kewaunee—Green Bay	New	Green Bay, Winona and St. Paul R. R. Co.	34.62	Do
129082	do	Marshfield—Greenwood	do	Milwaukee, Lake Shore and Western Rwy. Co.	42.14	May 16, 1892
129083	do	Wausau—Marshfield	do	Chicago, St. Paul, Minneapolis and Omaha Rwy. Co.	23.21	June 27, 1892
129084	do	Nellville—Marshfield	do	do	23.21	Do

141076	Minnesota	St. Paul—Minneapolis	St. Paul—Minneapolis	10.60	Aug. 1, 1891
141085	do	West End Junction (n. o.)—Fond du Lac, Wis.	Minneapolis Street Rwy. and St. Paul City Rwy. Co.	9.07	Oct. 19, 1891
141077	do	Cloquet—Duluth	St. Paul and Duluth R. R. Co.	(*)	Jan. 26, 1892
141078	do	Spring Valley—Osage, Iowa	North Star Construction Co.	37.60	May 16, 1892
141079	do	Engle Bend—Park Rapids	Winona and Southwestern Rwy. Co.	54.99	June 1, 1892
141071	do	New Brighton—Irondale	Great Northern Rwy. Co.	1.57	June 6, 1892
145043	Missouri	Carr Street, St. Louis, Mo.—Madison, Ill.	Minnesota Belt Line Rwy. and Transfer Co.	5.23	Sept. 7, 1891
145079	do	Campbell—Kennett	St. Louis Merchants' Bridge Terminal Rwy. Co.	19.50	Sept. 21, 1891
145031	do	St. Louis—Firdaunt (change of terminus in St. Louis)	St. Louis, Kennett and Southern R. R. Co.	3.17	Do.
145080	do	Greenfield—Mount Vernon	St. Louis and Suburban Rwy. Co.	24.39	Jan. 25, 1892
145081	do	Kansas City—Hume	Greenfield and Northern R. R. Co.	81.10	June 1, 1892
145082	do	Williamsville—Greenville	Kansas City, Nevada and Fort Smith R. R. Co.	11.72	Do.
147031	Arkansas	Canden—Eldorado	Williamsville, Greenville and Northeastern Rwy. Co.	32.25	Sept. 7, 1891
147032	do	Delark—Fairview	Canden and Alexandria Rwy. Co.	6.02	May 23, 1892
149028	Louisiana	Natchez, Miss.—Rayville, La.	Ultima Thule, Arkadelphia and Miss. Rwy. Co.	77.57	Oct. 26, 1891
149027	do	City Price—Buras	New Orleans and Northwestern Rwy. Co.	19.75	Feb. 1, 1892
149028	do	Manderville Junction (n. o.)—Manderville	R. Co.	11.04	June 27, 1892
150008	Texas	Houston—Columbia	International and Great Northern R. R. Co.	51.05	July 1, 1891
150082	do	Weatherford—Mineral Wells	Weatherford, Mineral Wells and N. W. Rwy. Co.	23.49	Sept. 21, 1891
150083	do	Comanche—Brownwood	do	30.06	Dec. 21, 1891
150084	do	Lexington—Lott	Fort Worth and Rio Grande Rwy. Co.	58.30	Feb. 15, 1892
150085	do	Chicago & Fort Worth (n. o.)—Vesico	San Antonio and Aransas Pass Rwy. Co.	20.25	Apr. 4, 1892
154091	Oklahoma	Oklahoma—Fort Reno	Chicago Terminal Rwy. Co.	31.00	Do.
155102	Kansas	Fort Scott—Cornell Station (n. o.)	Cherokee and Rwy. Co.	29.99	Oct. 15, 1891
157084	Nebraska	Union Pacific Transfer (n. o.), Iowa—Pearlre, Nebr.	Chicago, Rock Island and Pacific Rwy. Co.	102.20	Sept. 21, 1891
157085	do	Culbertson—Wauwata	Chicago, Rock Island and Pacific Rwy. Co.	33.24	June 20, 1892
159027	South Dakota	Minnekahta—Hot Springs	Burlington and Missouri River R. R. Co. in Nebraska	13.88	Do.
160018	North Dakota	Hankinson—Valley City	do	82.96	Do.
160015	Montana	Allen Station (n. o.)—Nehart	Minneapolis, St. Paul and Sault Ste. Marie Rwy. Co.	53.45	Do.
160016	do	Monarch—Clendenin	Montana Central Rwy. Co.	11.37	Do.
164004	Wyoming	New Castle—Gillette	do	70.79	Jan. 18, 1892
165038	Colorado	Castleton—Baldwin	Burlington and Missouri River R. R. Co. in Nebraska	2.09	Sept. 6, 1891
165045	do	Illium—Durango	Denver, Leadville and Gunnison Rwy. Co.	125.21	Feb. 8, 1892
165046	do	Cardiff—Spring Gulch	Rio Grande Southern R. R. Co.	15.35	Do.
165047	do	Del Norte—Creede	Colorado Midland Rwy. Co.	96.36	Feb. 18, 1892
165013	do	La Veta—Fort Garland	Denver and Rio Grande R. R. Co.	35.30	May 23, 1892
167009	New Mexico	State Line (n. o.), Tex.—Eddy, N. Mex	do	23.42	Jan. 1, 1892
168014	Utah	Manti—Salina	Pecos Valley Rwy. Co.	9.37	Oct. 1, 1891
168016	do	Salt Lake City—El Dorado	Rio Grande and Western Rwy. Co.	6.97	Sept. 10, 1891
170007	Idaho	Pallman—Burke	West Side Rapid Transit Co.	38.10	Nov. 9, 1891
170008	do	Wallace—Bunche	Washington and Idaho R. R. Co.	27.50	Sept. 28, 1891
171033	Washington	Port Townsend Junction (n. o.), Wash.—Juliaetta, Idaho	Northern Pacific R. R. Co.		
		Port Townsend—Quilcene	Port Townsend Southern R. R. Co.		

* Distance not stated.

REPORT OF THE POSTMASTER-GENERAL.

No. of route.	State.	Termini.	Character of service.	Title of company.	Miles.	Date of commencement.
171023	Washington	Olympia—Gale City	Ext.	Northern Pacific R. R. Co.	18.56	Oct. 12, 1891
171024	do	Seattle—Fairhaven and Southern Rwy. Junction (n. o.)	New	Seattle and Montana Rwy. Co.	78.50	Jan. 18, 1892
171025	do	Montesano—South Aberdeen (n. o.)	do	Northern Pacific R. R. Co.	11.50	May 2, 1892
171026	do	South Aberdeen (n. o.)—Ocoche	Ext.	do	13.38	June 27, 1892
171027	do	Cosmopolis Junction (n. o.)—Cosmopolis	New	do	1.63	Do.
171028	do	Chesham—Pe Mill	do	do	27.00	Do.
171029	do	Belmont—Farmingford	do	do	6.75	Do.
173007	Oregon	Coburg—Springfield	Ext.	Southern Pacific Co.	8.07	Oct. 1, 1891
173016	do	Hunts Junction (n. o.), Wash.—Pendleton, Oregon	New	Oregon and Washington Territory R. R.	40.66	June 27, 1892
176072	California	Martinez—San Ramon	do	Southern Pacific Co.	24.90	Sept. 14, 1891
176056	do	Redlands—Mentone	Ext.	Southern California Rwy. Co.	3.14	Sept. 21, 1891
176073	do	Bay Junction (n. o.)—Mill Valley	New	North Pacific Coast R. R. Co.	1.70	Sept. 28, 1891
176075	do	Fresno—Poliaksky	do	San Joaquin Valley R. R. Co.	23.70	June 15, 1892
176087	do	Oceanside—Los Angeles Junction (n. o.)	Ext.	Southern California Rwy. Co.	2.01	Dec. 1, 1891

M.—Statistics of mileage, increase in mileage, annual transportation, and cost of the railroad service from 1836 to June 30, 1892.

Date.	Length of routes.	Annual transportation.	Cost per annum.	Increase in length of routes.	Decrease in length of routes.
	Miles.	Miles.		Miles.	Miles.
June 30, 1836		*1, 878, 296			
June 30, 1837	974	*1, 793, 024	*\$307, 444		
June 30, 1838		*2, 356, 852	*494, 123		
June 30, 1839		*3, 396, 055	*520, 602		
June 30, 1840		*3, 889, 053	*595, 353		
June 30, 1841		*3, 946, 450	*585, 843		
June 30, 1842	3, 091	*4, 424, 282	*432, 568	2, 117	
June 30, 1843		*5, 092, 402	*733, 687		
Nov. 4, 1843	3, 714	(*)	531, 732	623	
June 30, 1844		*5, 747, 355	*802, 006		
June 30, 1845		*6, 484, 592	*843, 420		
Oct. 21, 1845	4, 092	(*)	587, 769		
June 30, 1846		*7, 781, 828	*870, 570		
Nov. 1, 1846	4, 402		587, 769	810	
June 30, 1847		4, 170, 403	597, 475		
Nov. 1, 1847	4, 735		597, 923	833	
June 30, 1848		4, 327, 400	584, 192		
Oct. 1, 1848	4, 957		587, 204	222	
June 30, 1849	5, 497	4, 861, 177	635, 740	540	
June 30, 1850	6, 896	6, 524, 593	818, 227	1, 389	
June 30, 1851	8, 255	8, 364, 503	985, 019	1, 369	
June 30, 1852	10, 146	11, 082, 768	1, 375, 520	1, 801	
June 30, 1853	12, 415	12, 966, 705	1, 601, 329	2, 269	
June 30, 1854	14, 440	15, 433, 389	1, 758, 610	2, 025	
June 30, 1855	18, 333	19, 202, 469	2, 073, 089	3, 893	
June 30, 1856	20, 323	21, 809, 296	2, 310, 389	1, 990	
June 30, 1857	22, 530	24, 267, 944	2, 559, 847	2, 207	
June 30, 1858	24, 431	25, 763, 452	2, 828, 301	1, 901	
June 30, 1859	26, 010	27, 268, 384	3, 243, 974	1, 579	
June 30, 1860	27, 129	27, 653, 749	3, 349, 662	1, 119	
May 31, 1861	16, 886	16, 701, 093	1978, 919		6, 886
June 30, 1861	22, 018	22, 116, 823	2, 543, 709	1, 775	
June 30, 1862	21, 338	22, 777, 219	2, 498, 115		680
June 30, 1863	22, 152	22, 871, 558	2, 538, 517	8, 4	
June 30, 1864	22, 616	23, 301, 942	2, 567, 044	464	
June 30, 1865	23, 401	24, 087, 568	2, 707, 421	785	
June 30, 1866	32, 092	30, 909, 487	3, 391, 592	8, 691	
June 30, 1867	34, 015	32, 437, 900	3, 812, 600	1, 923	
June 30, 1868	36, 018	34, 886, 178	4, 177, 126	2, 003	
June 30, 1869	39, 537	41, 399, 284	4, 723, 680	3, 519	
June 30, 1870	43, 727	47, 551, 970	5, 128, 901	4, 190	
June 30, 1871	49, 834	55, 557, 048	5, 724, 979	6, 107	
June 30, 1872	57, 911	62, 491, 749	6, 502, 771	8, 077	
June 30, 1873	63, 457	65, 621, 445	7, 257, 196	5, 546	
June 30, 1874	67, 734	72, 460, 545	9, 113, 190	4, 277	
June 30, 1875	70, 083	75, 154, 910	9, 216, 518	2, 349	
June 30, 1876	72, 348	77, 741, 172	9, 543, 134	2, 265	
June 30, 1877	74, 546	85, 358, 710	50, 053, 936	2, 198	
June 30, 1878	77, 120	92, 120, 395	9, 566, 595	2, 574	
June 30, 1879	79, 991	93, 092, 992	16, 067, 590	2, 871	
June 30, 1880	85, 320	96, 497, 463	10, 498, 968	5, 329	
June 30, 1881	91, 569	103, 521, 229	11, 613, 368	6, 249	
June 30, 1882	100, 563	113, 995, 318	12, 753, 184	8, 094	
June 30, 1883	113, 208	129, 198, 641	13, 887, 800	9, 645	
June 30, 1884	117, 160	142, 541, 392	15, 012, 603	6, 952	
June 30, 1885	121, 032	151, 910, 845	16, 627, 983	3, 872	
June 30, 1886	123, 933	165, 699, 389	17, 336, 512	2, 901	
June 30, 1887	130, 949	169, 689, 866	18, 056, 272	7, 016	
June 30, 1888	143, 713	185, 485, 783	19, 524, 959	12, 764	
June 30, 1889	150, 381	204, 192, 489	21, 639, 613	6, 668	
June 30, 1890	154, 779	215, 715, 680	23, 395, 232	4, 398	
June 30, 1891	156, 518	228, 719, 900	25, 183, 718	4, 739	
June 30, 1892	162, 576	239, 731, 509	27, 129, 529	3, 058	

* Railroad and steamboat service combined; no separate report.

† Decrease caused by the discontinuance of service in the Southern States.

‡ Increase attributable in part to the resumption of service in the Southern States.

§ Decrease in cost caused by reductions in the rates of pay under act of July 12, 1878.

|| Decrease in cost caused by reductions in the rates of pay under act of June 17, 1878.

O.—Itemized statement of the number, prices, and cost of all mail bags and mail-catchers, and also the cost of wages, motor power, brass, steel, and iron, etc., paid for during the past fiscal year ending June 30, 1892, out of the appropriation for mail bags, mail-catchers, etc.

Articles purchased, etc.	Size.	Number.	Price.	Itemized cost.	Aggregate.
Leather mail pouches	No. 2	4,000	\$4.95	\$19,800.00	
Do	No. 3	2,190	3.79	8,300.10	
Do	No. 4	4,000	2.00	8,000.00	
Do	No. 5	1,000	1.71	1,710.00	
		11,190			\$37,810.10
Leather horse mail bags	No. 1	750	4.83	3,622.50	
Do	No. 2	500	4.83	2,415.00	
		1,250			5,787.50
Catcher pouches		3,000	3.27875	9,836.25	
Royalty on catcher pouches		3,000	.10	300.00	
					10,136.25
Jute canvas sacks	No. 1	150,000	.4994	74,910.00	
Do	No. 2	10,000	.4349	4,349.00	
		160,000			79,259.00
Cotton canvas sacks	No. 1	3,000	.87		
Foreign register sacks	No. 0	1,500	.75	1,120.88	
Do	No. 1	2,500	.44	1,115.02	
Do	No. 3	1,000	.14	140.00	
		5,000			2,382.50
Cord-fasteners		150,000	.05749	8,623.50	
Do		700	.05	38.45	
		150,700			8,661.95
Mail-catchers		575	3.25		1,868.75
Mail-catcher sockets		500	.20		100.00
Mail-catcher springs		500	.70		350.00
Mail-catcher handle sockets		200	.10		20.00
Cost of labor at Chicago, Ill., mail-bag repair shop					8,820.00
Cost of labor at Washington, D. C., mail-bag repair shop					91,777.52
Electric-motor power					1,140.00
Steel and iron for label cases, burrs, and rivets		17,000			608.86
Cord, twine, and thread		10,756			2,046.61
Miscellaneous expenses for tools, stock, etc., used in the mail-bag repair shops					5,530.40
Unexpended balance of appropriation					71.81
Appropriation					260,000.00

P.—Statement of all mail locks, keys, and chains purchased and repaired, and of the expense incurred on account thereof at the mail-lock repair shop during the fiscal year ending June 30, 1892.

Articles.	Itemized cost.	Aggregate.
Mail-lock keys (25,000 at 8½ cents each)		\$2,083.33
Safety chains for keys (10,000 at 13 cents each)		1,300.00
Machines:		
Vernier caliper	\$28.00	
Two clutches	38.00	
Polishing lathe	43.50	
Rotary wire straightener	44.00	
Grinding machine	61.91	
Drill-grinder	63.00	
Two bench drills	90.00	
Webster and Whitcomb lathe	99.00	
Double-head lathe	190.00	
Pillar shaper	385.00	
Arch power press	403.75	
Surface-grinding machine	417.00	
Die-sinking machine	430.00	
Two mills for milling lock shells, double punch, etc	491.50	
Universal milling machine	543.50	
Lock-stud machine	575.00	
Engine lathe	720.00	
Milling machine	750.00	
No. 10 hoisting machine	895.25	
Exchanging a 25 to 50 horse power motor	940.00	
Wages paid employes of lock shop		7,208.41
Brass, steel, and iron bought (91,288 pounds)		26,441.51
Miscellaneous expenses for tools, stock, etc		5,624.08
		2,147.09
Unexpended balance of appropriation		44,805.62
Appropriation		194.38
		45,000.00

Q.—Statement of the expenditures made out of the special appropriation of \$6,500 for rent of mail bag and mail lock repair-shop building, repair of machinery, watchmen, etc., for the fiscal year ending June 30, 1892.

Items.	Cost.
Rent	\$3,000.00
Wages paid watchmen and charwoman	1,443.00
Repairs	847.50
Gas	628.88
Oil (301 gallons, also 200 pounds waste)	174.52
Charcoal (238 bushels)	55.05
Coal (59 tons)	325.75
Unexpended balance of appropriation	25.11
Appropriation	6,500.00

R.—Itemized statement of the number and kinds of bags repaired and made at the Washington, D. C., and Chicago, Ill., mail-bag repair shops during the fiscal year ending June 30, 1898.

WASHINGTON, D. C., MAIL-BAG REPAIR SHOP.

Articles.	Size.	Number.	Total.
REPAIRED.			
Leather pouches	No. 1	50	84,630
Do	No. 2	29,303	
Do	No. 3	27,657	
Do	No. 4	20,155	
Do	No. 5	7,465	
Through register pouches	No. 1	1,074	2,536
Do	No. 2	1,115	
Do	No. 3	347	
Catcher pouches	No. 1	479	28,364
Horse mail bags	No. 2	356	
Do	No. 3	409	
Jute canvas sacks	No. 1	1,062,898	1,084
Do	No. 2	56,977	
Do	No. 3	6,752	
U. S. foreign register sacks	No. 0	34	1,126,627
Do	No. 1	255	
Do	No. 2	114	
Do	No. 3	28	
U. S. foreign canvas sacks	No. 0	636	431
Do	No. 1	2,484	
Do	No. 2	308	
Do	No. 3	407	
Domestic inner register sacks	No. 1	352	3,840
Do	No. 2	877	
Do	No. 3	216	
Do	No. 4	64	
Carrier satchels			1,509
			644
Total repaired			1,249,665
MADE.			
Horse mail bags	No. 3		160
Special cotton canvas sacks	No. 3		636
Special cotton knapsack pouches			9
Tubular canvas coin sacks			2,296
Model jute sacks (one-sixth regular size)	No. 1		120
Model leather pouches (one-sixth regular size)	No. 2	40	80
Do	No. 3	40	
Total made			3,301

CHICAGO, ILL., MAIL-BAG REPAIR SHOP.

REPAIRED.			
Leather pouches	No. 2	7,758	19,691
Do	No. 3	6,081	
Do	No. 4	4,401	
Do	No. 5	1,451	
Jute canvas sacks	No. 1		180,500
Total repaired			200,191

8.—*Itemized account of the quantity of work done by the mail-lock repair shop, and the cost of the same at last contract prices and a comparison showing the amount saved to the Government under the present lock-shop system.*

Articles.	Number.	Last prices paid by contracts.	Cost by contract.
Iron locks repaired	9,565	\$0.33	\$3,156.45
Eagle locks made over	146,147	.33	48,228.51
Street padlocks:			
Repaired	8,434	.30	2,530.20
Made	6,785	.50	3,392.50
Inside street-box locks made over	2,767	.80	1,733.60
Through registered locks repaired	2,339	.25	584.75
Inside street-box lock keys made	450	.15	67.50
Street-box padlock keys made	1,603	.09	144.27
Street-box padlock brass keys made over	400	.04	16.00
Eagle-lock keys made from blanks purchased	86,100	.01½	1,291.50
Iron label cases made	3,072	.05	153.60
Steel label cases made	11,080	.02	221.20
Staples made:			
Large	30	.08	2.40
Small, lock	50	.10	5.00
Cord fasteners:			
Made	15,782	.05749	907.30
Repaired	46,696	.03	1,400.88
Rivets made	6,500	.11	715.00
Burrs made	5,411	.19	1,028.09
Iron mail catchers repaired	503	1.00	503.00
Total cost if done by contract			66,200.25
Total cost when done by lock shop			*32,089.02
Saving to the Government by lock-shop system			34,111.23

* This amount is obtained by taking the value of the new equipment bought, \$3,383.33, the machines \$7,208.41, and one-half the stock of brass, iron, and steel, \$2,812.34, from the gross cost of the lock shop, \$44,605.62. (See Table F.)

T.—Table showing the yearly increase, in round numbers, in (1) the number of post-offices; (2) in the amounts expended for mail bags; (3) in the number of mail bags bought; (4) in the number of postal clerks, and (5) of the quantities of different kinds of mail handled by them yearly; (6) the increase in the total number of mail routes of all kinds; (7) their total length, and (8) the number of miles mails are carried over them annually, etc., from 1877 to 1892, inclusive.

Fiscal year.	Number post-offices first of year.	Appropriation for mail bags, etc.	Amount expended (including repairs).	Cost of repairs of bags.	Total number of bags bought.	Number postal clerks.	Total number of letters handled by railway postal clerks.	Number jute sacks handled by railway postal clerks.	Registered packages, pouches, cases, handled by railway clerks.	Total number of pieces of mail matter handled by railway postal clerks.	Total number of mail routes.	Total length of mail routes.	Total number of miles of transportation of mails.
1877	36,833	\$175,000	\$165,641	\$57,389	93,700	2,500	28,005,000	1,900,000	1,074,000	865,000,000	9,224	252,520	147,353,000
1878	37,345	200,000	140,275	34,469	78,798	2,608	28,005,000	4,072,000	9,250,000	2,215,000,000	9,917	301,966	158,185,000
1879	39,258	185,000	170,276	37,613	104,021	2,669	33,380,000	4,898,000	10,398,000	2,649,000,000	10,393	316,711	167,432,000
1880	40,878	185,000	146,601	42,191	63,814	2,946	41,982,000	6,528,000	11,703,000	2,658,000,000	11,112	343,888	178,237,000
1881	43,012	185,000	183,929	49,918	100,368	3,177	45,100,000	6,995,000	12,029,000	2,853,000,000	11,592	344,006	188,125,000
1882	44,512	200,000	196,380	51,156	102,500	3,570	53,880,000	8,528,000	14,804,000	3,443,000,000	12,295	343,618	194,902,000
1883	46,231	200,000	199,498	45,213	130,000	3,855	62,138,000	9,973,000	16,235,000	3,982,000,000	12,955	353,166	211,290,000
1884	47,863	220,000	217,258	46,129	139,800	3,963	69,886,000	11,494,000	17,638,000	4,520,000,000	13,419	359,530	227,533,000
1885	50,017	250,000	245,995	46,188	175,680	4,387	76,449,000	12,478,000	16,614,000	4,948,000,000	14,208	365,261	238,479,000
1886	51,252	275,000	269,138	48,464	221,662	4,573	82,587,000	13,805,000	16,323,000	5,330,000,000	14,799	387,288	248,788,000
1887	53,614	290,000	255,392	50,138	185,500	4,851	90,297,000	14,803,000	16,594,000	5,835,000,000	15,762	392,874	270,173,000
1888	55,157	275,000	247,030	54,087	194,800	5,094	98,273,000	17,319,000	16,904,000	6,528,000,000	16,889	403,876	287,251,000
1889	57,376	235,000	190,901	87,316	119,735	5,448	102,714,000	19,454,000	17,001,000	7,027,000,000	17,961	416,159	310,902,000
1890	58,999	225,000	222,857	84,915	150,531	5,836	111,514,000	21,952,000	17,715,000	7,848,000,000	18,105	427,991	327,409,000
1891	62,401	275,600	274,733	96,500	158,454	6,032	120,152,801	24,935,187	17,882,473	8,564,000,000	18,252	439,027	346,266,445
1892	67,113	290,000	259,028	100,898	183,440	6,417	127,895,966	27,413,183	18,178,685	9,245,994,775	19,843	447,591	383,067,686

Special attention is called to the large increase in the quantity of mail handled and in the number of men to handle it, in the number of routes and the distance mail was carried from 1877 to 1892, inclusive, during the first half of which time there was a corresponding increase in the number of bags bought and the amount expended for them, but during the last five years there have been (notwithstanding the increased demand mentioned) fewer bags bought and less money paid for them than during the previous five years with which contrast is made.

U.—Itemized statement of the number, condition, and kind of bags received at, handled, and shipped from the Washington, D. C., mail-bag storehouse during the fiscal year ending June 30, 1892.

	Leather pouches.					Total.	Through registered pouches.			Total.
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.		No. 1.	No. 2.	No. 3.	
Received from post-offices and contractors in good condition	43	35,440	19,806	12,207	5,807	62,903	220	990	417	1,627
Received from post-offices in bad condition and sent to repair shop	237	29,778	26,869	19,884	7,167	83,935	1,236	986	301	2,523
Received from mail-bag repair shop	50	29,303	27,657	20,155	7,465	84,630	1,074	1,115	247	2,536
Total received at the mail-bag storehouse	330	84,521	74,132	52,246	20,239	231,468	2,530	3,091	1,065	6,686
Total shipped to post-offices and Government Departments	533	53,250	46,383	32,650	13,327	146,143	1,981	1,899	663	3,643
Total of each sort handled at mail-bag storehouse	863	137,771	120,515	84,896	33,566	377,611	3,611	4,990	1,728	10,329

	Catcher-pouches.	Horse mail bags.			Total.	Carrier satchels.	Jute canvas sacks.			Total.
		No. 1.	No. 2.	No. 3.			No. 1.	No. 2.	No. 3.	
Received from post-offices and contractors in good condition	5,072	1,519	464	15	1,998	.....	596,572	120,174	27,259	724,005
Received from post-offices in bad condition and sent to repair shop	30,231	985	650	485	2,130	644	1,154,492	51,715	4,993	1,210,870
Received from mail-bag repair shop	28,864	479	356	409	1,244	644	1,062,898	56,977	6,752	1,126,627
Total received at the mail-bag storehouse	63,967	2,983	1,470	909	5,382	1,288	2,803,962	228,866	38,074	3,071,502
Total shipped to post-offices and Government Departments	33,111	1,984	1,251	804	4,039	644	1,624,561	106,757	32,169	1,823,487
Total of each sort handled at mail-bag storehouse	96,778	4,967	2,721	1,713	9,401	1,932	4,428,523	335,623	70,243	4,834,389

	United States foreign register sacks.				Total.	United States foreign canvas sacks.				Total.
	No. 0.	No. 1.	No. 2.	No. 3.		No. 0.	No. 1.	No. 2.	No. 3.	
Received from post-offices and contractors in good condition	2,021	2,194	204	1,047	5,466	3,022	2,175	963	6,927	13,107
Received from post-offices in bad condition and sent to repair shop	33	178	40	26	277	213	3,164	632	594	4,603
Received from mail-bag repair shop	34	255	114	28	431	636	2,489	308	407	3,846
Total received at the mail-bag storehouse	2,088	2,627	358	1,101	6,174	3,871	7,828	1,923	7,928	21,550
Total shipped to post-offices and Government Departments	677	1,218	146	.....	2,041	500	4,806	1,069	3,876	10,373
Total of each sort handled at mail-bag storehouse	2,765	3,845	504	1,101	8,215	4,371	12,634	3,012	11,804	31,823

U.—*Itemized statement of the number, condition, and kind of bags received, etc.—Continued.*

	Domestic inner register sacks.				Total.
	No. 1.	No. 2.	No. 3.	No. 4.	
Received from post-offices and contractors in good condition.....	400	1,012	170	93	1,775
Received from post-offices in bad condition and sent to repair shop.....	97	272	95	21	485
Received from mail-bag repair shop.....	352	877	216	64	1,509
Total received at the mail-bag storehouse.....	909	2,161	481	178	3,729
Total shipped to post-offices and Government Departments.....	167	762	350	187	1,466
Total of each sort handled at mail-bag storehouse.....	1,076	2,923	831	365	5,195

The total number of mail bags of all kinds handled by the storehouse was 5,436,273 for the fiscal year, as will be seen by footing the totals of the above tables.

V.—*Table showing the number of pouches, sacks, and pouch locks used annually, the average per day and its value, used by the New York post-office.*

Articles.	Total number used during the year.	Average number used per day.
Pouches.....	695,258	1,904
Jute sacks.....	4,714,085	12,915
All other sacks.....	159,902	438
Pouch locks.....	693,789	1,818
Cost of equipment.....	\$4,433,045	\$12,145

W.—*Statement showing a comparison of the amount of current business disposed of during the year 1888 and that disposed of in 1892 in the mail-equipment division of the office of the Second Assistant Postmaster-General.*

Items.	Number in 1888.	Number in 1892.
Accounts examined.....	2,164	2,956
Circulars and circular letters sent out.....	32,968	161,616
Daybook entries.....	51,296	193,099
Keys (in registered letters sent out).....	8,484	83,657
Keys examined and tested.....	7,928	88,153
Key chains examined and tested.....	4,500	10,240
Key chains sent out.....	1,850	5,096
Mail locks examined and tested.....	130,000	266,141
Mail locks sent out.....	110,882	228,100
Cord fasteners examined and tested.....	126,393	216,005
Cord fasteners sent out.....	184,000	202,500
Mail-bag label cases examined and tested.....	16,500	11,256
Mail-bag label cases sent out.....	34,000	16,850
Letters and receipts received and examined, briefed, or checked and filed.....	38,830	97,116
Letters written and copied in letter book.....	1,477	4,258
Orders copied in Postmaster-General's Journal.....	137	413
Packages sent out.....	1,655	4,276
Packages received.....	2,091	8,579
Pouches of equipments.....	1,255	1,580



REPORT

OF THE

GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE

FOR THE

FISCAL YEAR ENDED JUNE 30, 1892.



REPORT
OF THE
GENERAL SUPERINTENDENT OF RAILWAY MAIL SERVICE.

POST-OFFICE DEPARTMENT,
OFFICE OF THE GENERAL SUPERINTENDENT
RAILWAY MAIL SERVICE,
Washington, D. C., October 18, 1892.

SIR: I have the honor to submit herewith tabular statements and exhibits showing, in detail, the operations of this service for the fiscal year ended June 30, 1892, summarized as follows:

EXTENT OF THE SERVICE.

On June 30, 1892, mail service was in operation on 162,576 miles of railroad in the United States. Railway postal clerks were employed in the distribution of mails on 144,833.13 miles; services on the residue, 18,492.91 miles, consisted of closed pouches forwarded to destination in charge of baggagemen on trains to which railway post-offices were not attached.

EQUIPMENT OF RAILWAY POST-OFFICE LINES.

The rolling stock of the railway post-office lines consisted of 500 whole cars in use and 139 in reserve, 1,867 apartment cars in use and 506 in reserve, making a total of 3,012 cars under the control of the Department.

EXTENT OF THE RAILWAY MAIL SERVICE AND FORCE EMPLOYED.

At the close of the fiscal year there were 1,088 railway post-office lines in operation. These lines covered 144,833.13 miles of railroad, upon which 5,861 postal clerks were employed in the distribution of mails. In addition there were 35 steamboat lines, upon which 48 regular and 2 acting clerks were employed, making a total of 5,911 clerks performing duty in railway post-offices at the close of the year.

Those at work on railroad lines traveled, in crews, 147,571,944 miles; those employed on steamboat lines, 1,719,502; these together received, handled, and distributed 9,245,994,775 pieces of mail matter in transit, exclusive of 325,689,129 pieces which were redistributed and prepared for immediate city delivery. They also received, receipted for, recorded, and properly dispatched 16,879,160 registered packages and cases, and 1,299,525 through registered pouches and inner registered sacks.

To the 159,518 miles of railroad service in operation July 1, 1891,

3,068 of new service were added during the fiscal year covered by this report, an increase of 1.95 per cent.

The lines upon which service was performed by clerks increased 3,346 miles, or 2.38 per cent.

The mileage of closed-pouch lines decreased from 18,781.26 on June 30, 1891, to 18,492.91 on June 30, 1892, a decrease of 288.35, or 1.53 per cent. The annual mileage of this class of service on June 30, 1891, was 21,124,102, and on the same day 1892, 21,369,285, an increase of 245,183, or 1.17 per cent. The number of closed mails exchanged from 18,696 to 20,741, an increase of 2,045, or 10.90 per cent.

On June 30, 1891, there were 6,032 clerks in the service, and on the corresponding date of 1892 there were 6,417, an increase of 385, or 6.38 per cent. The number of clerks, including 2 acting clerks, at work on railroad lines increased from 5,514 on June 30, 1891, to 5,861 on June 30, 1892, and the distance traveled in crews from 139,435,380 to 147,571,944 miles, an increase of 347 clerks and 8,136,564 miles traveled. The number of clerks employed on steamboat lines remained practically unchanged.

The whole clerical force was assigned to duty as shown in the following table:

Fiscal year ended June 30—	Employed on railroad lines.	Employed on steamboat lines.	Detailed to transfer duty.	Detailed to office duty.	Total.
1892	5,861	*48	262	246	6,417
1891	5,514	51	246	221	6,032
Increase	347	†3	16	25	385

* Exclusive of 2 acting clerks.

† Decrease.

QUANTITY OF MAIL HANDLED.

Exclusive of the mail redistributed for city delivery there were distributed in railway post-offices during the fiscal year 9,245,994,775 pieces of mail matter, 9,244,303,386 of which were disposed of as directed in the official schemes of distribution and schedules of connections; the remaining 1,691,389 were distributed contrary thereto and were therefore charged against the clerks as errors, thus showing that for every piece treated erroneously 5,466 were distributed correctly. This, as is shown in the following table, is the best record made since the organization of the service, the next best occurring in the fiscal year ending June 30, 1885:

Year ended June 30—	Number of pieces distributed.	Increase.	Number of errors.	Increase.	Decrease.	Number correct to each error.
1884	4,519,661,900	.....	1,167,223	.....	.....	3,872
1885	4,948,059,400	428,397,500	887,704	.....	279,519	*5,574
1886	5,329,521,475	381,462,075	1,260,443	372,739	.....	4,228
1887	5,851,394,057	521,872,582	1,734,617	474,174	.....	3,373
1888	6,545,876,202	694,482,145	1,765,821	31,204	.....	3,707
1889	7,043,838,598	497,962,396	1,808,825	43,004	.....	3,895
1890	7,865,438,101	821,599,503	2,812,574	1,003,749	.....	2,797
1891	8,564,252,563	698,814,452	2,042,049	.....	770,527	4,194
1892	9,245,994,775	681,742,212	1,691,389	.....	350,660	5,466

* In ascertaining the number of pieces correct to each error for the fiscal year ending June 30, 1885, only the errors noted upon incorrect slips returned were counted. All the missent and misdirected matter, which is now included in the total of errors, was excluded at that time. Figuring upon the basis of 1885 the report for this year would show 5,575 pieces correct to each error.

The improvement which has occurred during the past two years is the effect of several causes, viz: The excellent discipline maintained in the service; the selection for appointment of young men of good constitution and fair education; the separation from the service of the incompetent, insubordinate, vicious, and those physically incapacitated for rapid and continuous labor; freedom from removal except for inefficiency, crime, misconduct, and irregularities; the invigorating effects which case examinations, close supervision of the work performed, and prompt and thorough inspection of the records made by the clerks produced upon the memories, energies, ambitions, and hopes of the excellent corps of employes now holding permanent appointments, and to the further fact that the numerical strength of that corps for 1892 more nearly equaled the magnitude of the work required of it than it did in 1890 and the early part of 1891.

It is an undeniable fact that the character of the service is dependent at all times upon the discipline, efficiency, determination, endurance, and strength of the force employed; the more efficient the force, the more economically can an effective service be maintained. Whatever the force lacks in efficiency must be compensated for, as far as possible, by additions to it, and these additions can not be made without a corresponding increase in the cost of the service; nor can mere numbers offset lost experience and efficiency. Its only effect is to render more tolerable an intolerable condition. Therefore it is evident that the essentials to an efficient service are:

First. A corps of competent, well-disciplined, hardy, and determined clerks, officered by men who have graduated from the ranks and been promoted because their work and capacity to direct others and to develop and perfect the service compelled such recognition. Having built up such a corps, retain the services of each individual member of it so long as he obeys the laws of the land, the orders and instructions issued for government, and maintain his efficiency.

Second. The facilities which will enable this corps to work to the best advantage.

Third. The strength of this corps must correspond to the work demanded of it, for there is a limit to human capacity and endurance, and that limit should never be exacted except in cases of the direst necessity. If the strength of the force employed upon any given line is barely sufficient to meet the regular work of the line the service will be unsatisfactory whenever an unfavorable and irregular condition occurs, and such conditions do occur very often. The force must have a reserve power which can be called out whenever an unusually large mail or a double mail is received; otherwise there will be times when mental and physical energies will be overtaxed in futile efforts to complete the distribution before reaching points where failure to do so will involve a portion of the mail in delay and give rise to just complaints. When this condition is reached more help becomes a necessity; but, unfortunately, it can not always be provided, because the appropriation limits the action of the Department and is never large enough to cover all that is needed to make a thoroughly good service.

Fourth. Pay the force the maximum salaries allowed by law, if the appropriations will permit it; and if, in the opinion of the Department, these do not fairly compensate the employes for the high character and hazardous nature of the work they perform, an earnest effort should be made to increase them.

Fifth. Establish railway post-office service upon all lines where a satisfactory service can not be provided by closed pouches and double

the service on those that have outgrown single service. There are many lines of this class in different portions of the country. They have become so gradually by the development of the business and increase of the population of the sections through which they run, and with which they are closely associated, and they have now, by a cumulative process, reached the point where single service is inadequate and closed-pouch service too circumscribed and burdensome to fully meet the needs of business. If these conditions can be established and the policy vigorously enforced which has been strictly adhered to since May 1, 1889, of making no removals, except for inefficiency, crime, misdemeanors, and irregularities, it will not be difficult to maintain and improve the present splendid service.

In a country of the magnitude of ours, and where the conditions are such as to place the prompt and remunerative character of large business transactions almost wholly at the mercy of the mail service, nothing should be permitted to interfere with its legitimate growth or to check its now steadily increasing efficiency.

In this connection it may serve a good purpose to state—because it may make the public more careful—that while the records of this service show that our force was responsible for the delay to which one piece of mail matter in every 5,466 was subjected because of improper distribution, the patrons of the Department were responsible for a much greater delay, in which 9,316,502 pieces were involved, because the senders failed to address them properly, many of them being without any post-office address and others so imperfectly, incorrectly, or illegibly addressed as to render their prompt delivery to the addresses impossible; and of this number 3,581,433 could not be delivered to the addresses or returned to the senders, because the information contained in the letters and upon the envelopes was not sufficient to enable the Dead Letter Office to locate either.

REGISTERED MATTER HANDLED.

From Table E₂ for the fiscal year under review, it appears that the Railway Mail Service received, receipted for, recorded, guarded, distributed, and delivered as directed the following registered matter: Sixteen million eight hundred and seventy-nine thousand one hundred and sixty registered packages and cases, 900,134 through registered pouches and cases, 399,391 inner registered sacks; while for the fiscal year ended June 30, 1891, it treated in the same manner 16,671,914 registered packages and cases, 838,326 through registered pouches and cases, 372,233 inner registered sacks, showing that the increase for 1892 over 1891 was 207,246 registered packages and cases, 61,808 through registered pouches and cases, and 27,158 inner registered sacks—making a total increase of registered packages, pouches, cases, and sacks of 396,212 for the year.

NIXIES.

The number of nixies—consisting of letters, etc., not addressed to any postoffice or otherwise so insufficiently, incorrectly, or illegibly addressed as to render their prompt delivery to the addresses impossible—greatly increased during the year.

From Exhibit No. 2 contained in the report which accompanies this letter of transmittal, it appears that 9,316,502 pieces of this class of matter were received at the several depositories designated to receive

and treat the same, as against 7,250,156 pieces received during the fiscal year ended June 30, 1891, being an increase of 2,066,346, or 28.50 per cent.

Of the 9,316,502 pieces of this matter treated during the year 5,735,069, or 61.56 per cent, were corrected and forwarded to the addresses or returned to the writers.

CASE EXAMINATIONS.

Permanent clerks.—There were 12,939 case examinations of permanent clerks held during the fiscal year, at which 14,974,012 cards, representing letters, were handled, and of which 14,279,168, or 95.49 per cent, were distributed correctly.

The increase in the number of examinations for 1892 over 1891 was 2,411, or 22.91 per cent. The average number of cards per examination decreased 27, or 2.38 per cent.

Probationary clerks.—There were 3,731 examinations of probationary clerks held, at which 3,153,102 cards were handled, 2,847,436 of which, or 90.30 per cent, were distributed correctly. This was an increase over the previous fiscal year of 139 examinations and 1.78 per cent in quantity.

Combining these two classes we find that the aggregate number of examinations was 16,670; of cards handled 18,127,114, of which 17,126,604, or 94.48 per cent, were distributed correctly. The following table shows that this, like the facing-slip record, is the best yet made:

Fiscal year ended June 30—	Cards handled.	Number correctly handled.	Per cent correctly distributed.	Number of examinations.	Average number of cards handled per examination.
1885	8,141,385	6,348,971	77.98	8,805	925
1886	10,604,808	8,458,283	79.76	11,075	958
1887	10,148,508	8,647,415	85.26	10,059	918
1888	12,010,254	10,389,952	86.51	13,442	893
1889	9,951,083	8,616,597	86.60	11,819	842
1890	17,998,156	16,059,814	90.24	16,084	1,107
1891	15,830,849	14,625,727	92.29	14,119	1,121
1892	18,127,114	17,126,604	94.48	16,670	1,088

Attention is invited to the fact that Table Ii, which is a statement of case examinations of probationary clerks, has been modified so as to show the cause for the separation from the service of those probationers who were dropped from the rolls. Of the 201 who were dropped, 22 were removed for cause, 91 voluntarily resigned, 16 were permitted to resign who would otherwise have been removed for inefficiency, 70 were dropped at the termination of their probationary period, and 2 died during probation.

MAIL SEPARATED FOR CITY DELIVERY.

In addition to the 9,245,994,775 pieces of regular matter distributed in railway post-offices during the year, 324,869,475 letters and 819,650 papers addressed to residents of large cities were redistributed by postal clerks and arranged so as to permit their delivery by carriers immediately upon arrival of the railway post-offices in which this work was performed. The increase for 1892 over 1891 was 71,056,750 letters, or 28 per cent., and 772,181 papers, or 61.47 per cent. In this way a very large and important quantity of first-class mail is delivered to

banks, hotels, and business houses several hours earlier than would be possible otherwise, and the gain frequently represents one day on transactions of great financial value.

PRINTING.

The following table will show the amount and nature of the work performed in the printing offices connected with the several division headquarters during the last fiscal year:

	Daily bulletin.			General orders.		
	No. of forms.	No. of ems set.	No. of im-pressions.	No. of forms.	No. of ems set.	No. of im-pressions.
Office of the General Superintendent*.....	397	4,349,500	362,700	166	1,099,200	88,200
First division.....				246	1,369,000	118,738
Second division.....				225	1,146,636	75,895
Fourth division.....				182	672,404	85,675
Fifth division.....				127	1,172,100	208,500
Sixth division.....				125	910,650	239,035
Seventh division.....				78	1,378,435	119,300
Eighth division.....				127	613,000	71,565
Ninth division.....				139	864,604	29,690
Tenth division.....				84	709,560	104,900
Eleventh division.....				72	578,000	90,150
Total.....	397	4,349,500	362,700	1,581	10,511,529	1,231,748

	Facing slips.			Circulars.			Other job work.		
	No. of forms.	No. of slips on a form.	No. of slips printed.	No. of forms.	No. of ems set.	No. of im-pressions.	No. of forms.	No. of ems set.	No. of im-pressions.
Office General Super- intendent.....	52	12	1,164,000	88	275,700	43,450	210	493,200	142,200
First division.....	38	8	2,895,240				721	3,792,091	408,996
Second division.....	80	25	7,974,500	48	106,358	25,375	9	26,085	4,350
Fourth division.....	597	8	13,382,120	18	99,861	6,125	132	156,710	91,295
Fifth division.....	2,606	9 & 15	28,061,000				364	1,210,400	621,200
Sixth division.....	694	16	19,734,000	23	52,500	23,875	347	392,600	318,817
Seventh division.....	1,894	15 or 18	28,100,500				231	2,063,668	267,300
Eighth division.....	827	12	4,769,920	14	45,000	8,100	289	3,194,000	183,230
Ninth division.....	848	16	15,581,040				576	1,013,007	446,692
Tenth division.....	268	27	13,021,465	3	10,370	1,500	142	2,074,990	189,190
Eleventh division.....	1,042	8	3,585,200				57	225,500	98,750
Total.....	8,946		138,274,085	194	589,789	48,425	3,078	14,642,221	2,771,920

* Government owns plant.

SUMMER-RESORT SERVICE.

Thousands of people who are connected with business houses in the commercial centers of the country, and whose permanent homes are in or near such centers, annually seek recreation and rest during the summer months at resorts located in our mountain and lake regions and along the coast of the Atlantic. Each recurring year witnesses a large increase in the number of visitors to these resorts, and, as a major portion of them are actively engaged in business pursuits and have wide commercial and social relations, their correspondence is extensive and important and they receive large numbers of daily papers and other publications, the effect being that during the height of the season there occurs a phenomenal increase in the volume of mail matter dispatched to and from the sections in which these resorts are located, rendering necessary a corresponding temporary increase in the frequency of supply and in the clerical force employed in the railway post-

offices through which this mail passes. This temporary growth begins to assume importance about the middle of June, reaches its height in July and August, and dies away with September.

Several years ago the Department recognized the importance of making special provision for the prompt and correct handling, distribution, and delivery of this mail, the intention being—and that intention was executed—to give this transient population a meritorious service—one that would meet their business and social needs and be a credit to the Government. It then inaugurated the policy of strengthening the service each year during the period stated and of making such additional deliveries as the frequency of train service would permit. This policy met with public favor at once and resulted in an almost complete discontinuance of the complaints of irregularities and delays that had been frequent before. For the year covered by this report every effort was made to provide these resorts with a service which would bring their guests into the closest and most regular communication possible, under the circumstances, with their business, families, and friends; and the words of commendation and satisfaction which have reached the Department justify it in assuming that the facilities furnished have been equal to the needs of this transient population.

CASUALTIES.

The detailed statement embraced in the accompanying report shows 345 accidents to railway post-offices during the fiscal year ended June 30, 1892, in which 5 clerks were killed, 60 seriously and 112 slightly injured.

Those killed met death under the following circumstances:

Moses E. Quimby was on duty in the Ogden and San Francisco railway post-office, August 31, 1891, when the mail car left the track while crossing a trestle between Sacramento and Davisville, Cal., and, with the express car and day coach, fell 16 feet. These three cars were completely demolished and Mr. Quimby was instantly killed.

Theodore F. Wedemyer was instantly killed on September 17, 1891, in a collision which occurred between the east and west bound Cheyenne and Huntington railway post-office trains 1 and 2. Mr. Wedemyer was at work in the Butte City and Ogden railway post-office, which was attached to No. 2 at the time of the accident.

W. H. Page, clerk in the Chicago and Burlington railway post-office, was killed instantly on the 25th day of December, 1891, while watching a pouch which he had discharged from the car at Naperville, Ill., and which came in contact with an obstruction on the platform. He failed to notice an iron water-crane which the train was approaching and by which he was struck with full force on the back of the head.

Carey S. Haines, clerk in the Moscow and Colfax railway post-office, was fatally injured while on duty December 29, 1891, and died the following day. No one witnessed the accident, but it is supposed to have occurred in the following manner: The Northern Pacific Railroad Company had piled a large number of ties close to the track near Sunshine, and at a place called "the material yard," both located between Pullman, Wash., and Moscow, Idaho. Some of these were piled as high as the upper part of the mail-car door. The engineer of the train stated that he sounded the whistle at or near these points, and it is presumed that in attempting to discover what station the train was approaching, Mr. Haines leaned out of the door; that his head came in contact with the first pile of ties, and that the force of the blow he received knocked

him senseless to the floor of the car. The blood stains along the side of the track indicated that the upper portion of his body protruded from the doorway, and that his head received further injuries from contact with the second pile. This accident was not discovered until the train came to a stop at Moscow and the mail messenger entered the car to receive the mail for that office. .

R. M. Lyon, clerk in the Atlanta and New Orleans railway post-office, was instantly killed on the 31st day of March, 1892, near Evergreen, in a rear end collision which occurred between train No. 6 and a freight train. Train 6 ran into the freight and the tender of the engine attached to the former was forced back into the letter end of the postal car 5 feet, while the baggage car was forced forward into the storage end a greater distance.

To keep up the runs of those killed and such as were too seriously injured to perform service, it became necessary to employ acting clerks for various periods, as is shown in Exhibit No. 2, appended to this report, the expense thus incurred amounting to the sum of \$16,080.21 during the fiscal year. In addition to this, \$4,779.35 was expended in payment for services rendered by thirteen acting clerks employed in place of a like number of regular clerks who had been disabled while in the performance of duty previous to July 1, 1891, but who were unable to resume service at the commencement of the fiscal year under review—making the total expenditure on this account for the fiscal year ended June 30, 1892, \$20,859.56, being \$4,569.61 in excess of the amount expended for the same purpose during the fiscal year ended June 30, 1891.

There were 319 accidents in 1891 to trains upon which postal clerks were employed, in 216 of which the clerks escaped without injuries, but 13 were killed, 68 seriously and 84 slightly injured in the remaining 103.

In 1892 there were 345 accidents reported, 223 of which were not attended with bad results to our clerks, but 5 were killed, 60 seriously and 112 slightly injured in the remaining 122, thus showing that while the year 1892 is charged with the largest number of accidents that ever occurred to our service in any similar period, 1891 still stands upon the records as the most disastrous. Whether it will remain so is doubtful, in view of the fact that during the first three months of the fiscal year which will end June 30, 1893, accidents occurred in which 8 clerks were killed and 42 injured.

The remark made by someone and quoted by others that if the Department compelled railway companies to provide substantially constructed postal cars, fewer clerks would be killed and injured, was an unjust criticism, for both have given this subject the most careful and thorough consideration, their aim being to combine in these cars the maximum carrying and resisting power with the greatest possible number of facilities for the comfort and health of the clerks and the quick and efficient distribution of the mails. The first full railway post-office cars used in the United States were designed by and largely built under the personal supervision of the first general superintendent of this service, the specifications for the framework being provided by one of the most skillful and experienced master car-builders of that day. The Department, through the general and division superintendents of Railway Mail Service, has furnished the plans for the construction and arrangement of the interior of every postal car built since that time and a general plan of the entire car, but has, until recently, permitted the companies to set up the framework according to the plans and specifications followed in the building of the best and most durable

coaches, and has not at any time accepted cars ordered until the division superintendents of this service have examined them and pronounced them suitable for the work required of them.

Experience has shown that the managers of the great railway systems of this country realize that in the matter of car construction safe and powerful lights, abundant and well-regulated heat, and in most other respects the interests of their companies and of the Department are identical, and have, as a rule, equipped our cars with as good (and in many cases better) lighting and heating facilities as they have placed in the "palace coach" of their best and fastest trains.

The increase of accidents and fatalities has been great in the past few years, notwithstanding the incontestable fact that the rolling stock, road beds, rails, and safety appliances have been greatly improved upon all trunk lines, the officers more experienced, and the schedules and rules governing the handling of trains more explicit and full. Therefore the increase must be due to the more rapid schedules and to the greater number of trains required to transport the increased volume of business received by the companies. The greater the number of trains the greater the opportunities for collisions, displaced switches, and broken rails, and the greater the speed the more destructive to life, limb, and property will these disasters be.

Recognizing these facts, the Department some time since deemed it wise to pay closer attention to the condition of the cars under its control, and in addition to formulating such specifications for the framework of cars as in its judgment and the opinions of the master car-builders consulted would increase their resisting power, it caused a careful inspection to be made of every one in use and in reserve and directed the withdrawal of such as were not found to be in first-class condition and supplied with all the safety appliances used upon the best passenger coaches of the same lines. This movement received the hearty cooperation of all the companies, and before the close of the fiscal year 1891 every full car under the control of the Department was reported by its own officers to be in good condition and suitable for the service. Since then many new cars, built with a view to strength and utility, have been placed in service, and it was one of these that was crushed and totally destroyed by fire in the awful collision that occurred on the Pittsburg, Fort Wayne and Chicago Railroad near Shreve, Ohio, on the morning of September 21, 1892.

This car made its first trip on February 15, 1892, and was considered one of the best and strongest in the whole service, but went down in the crash and whirlwind of that collision as great trees fall before a resistless tornado, and the consumed wreck yielded up the ashes of George C. Mann, J. D. Patterson, D. E. Reese, and H. S. Allen, four of the most efficient and exemplary clerks in the service. No reason exists to justify the hope that a decrease will occur in the number of accidents until all trunk lines are double-tracked their whole length. The probabilities are that lines of this class will find it to their interest to still further quicken their schedules, and nothing is more certain than that their business will demand additional trains; therefore the logical conclusion is that the number of wrecks will increase pending the additional trackage facilities mentioned; hence the energies and experience of the Department and the companies must be devoted to the further consideration of such precautionary measures as will tend to lessen the destructive character of accidents.

In formulating specifications for the framework of cars, in directing

that they be provided with improved platforms, couplers, buffers, trucks, lights, and heat, and in ordering an annual inspection of them the Department has done much to insure the employment of cars suitable for the service. It has, through the officers of the service, given the question of light and heat constant attention for many years, and it is believed has, with the coöperation of the companies, succeeded in placing in most if not all of its cars the light and heat best suited to our service and least liable to increase the hazard to which the clerks, mails, and equipment are exposed in collisions and derailments. Many systems of lighting have been in use in railway post-office cars for some time past, the merits of which have been carefully sought out by the division superintendents, who have twice, in convention assembled, expressed their opinions of their qualifications for this service. On September 4, 1889, the following resolution was presented to the convention then in session and was unanimously adopted:

Resolved, That the attention of the General Superintendent be invited to the desirability of improved and uniform methods of lighting cars, in order to obtain the best possible light, and also the light which is the safest and least detrimental to the health and comfort of the clerks. In regard to this we favor first, electricity as soon as it is practicable; next to this, gas in the forms most suitable to the purpose, and next, such lamps as Adams & Westlake, Acme, or Post's Mammoth.

Two years after the passage of this resolution the division superintendents met in convention again, and on the 22d day of September, 1891, discussed fully the methods of lighting and heating postal cars, and by a unanimous vote reaffirmed the resolution of 1889 in the following language:

That we reaffirm the resolution of the last convention, and that we believe the Department has authority to enforce its preferences in regard to heating and lighting cars under section 756, Postal Laws and Regulations.

This office has acted in accordance with the resolutions of 1889 and 1891 as far as possible, and has at all times insisted that the light and heat used upon any line, if satisfactory, should be placed in the postal cars run over that line; but it has held that the best results could be secured by combining with gas and electricity the lamps recommended in the resolutions referred to, because the latter would be needed to meet such emergencies as snow blockades, washouts, and other causes of delay which would result in the supply of gas becoming exhausted or in the nongenerating of electricity. Another thing to be considered is that the jeopardy to the clerks and the property under their charge would be very much lessened if the vestibule features, now applied to all coaches used in the fastest trains upon the best roads, were applied to the railway post-office cars run in the same trains; moreover, better and more work could be performed by the same force on lines abounding in curves, and the strain upon their nervous systems and the physical fatigue resulting from the work would be very much lessened on all lines. The swaying or oscillating motion which continually interferes with rapid work and which requires a large outlay of muscular power, would be avoided, and the jerky, racking motion which results from sudden stops and starts, and which frequently knock the letters out of the cases and the clerks against the racks and cases, often injuring them quite severely, would be almost wholly overcome. This feature should be adopted as soon as possible by the Department.

We, however, are compelled to face the fact that, no matter how many precautionary measures are taken, destructive accidents will continue to occur and in which some of our clerks will be killed and others seriously injured. The clerks realize this, perhaps, more fully than any-

one else, and, knowing the danger, they take up their duties and face them as heroically as the bravest soldier does his in time of war. The officers of the service know the perils surrounding the clerks when on duty, know that to give the most satisfactory service possible the cars in which the work is performed must occupy the most dangerous position in all, except, possibly, exclusive mail trains. Therefore it is not strange that they continue to urge such legislation as will make more tolerable the condition of the dependents of clerks killed while on duty, and of those so seriously injured as to incapacitate them for active work in this or any other calling. The salaries paid are not large enough to enable a clerk having a large family to support it comfortably, to educate his children properly, to acquire a modest home, and to store up something that may keep them from want and destitution in the event of his death or disability. The nature of his occupation is such as to demand his absence from home, as a rule, half the time, and this doubles his outlay, for his living expenses when absent are much greater than at other times, and those of his family are not lessened by his absence; this should be, but is not, taken into account when considering his salary.

It has been said that the clerks are not compelled to accept these positions or to continue in them if not satisfied with the conditions and pay, but such statements do not receive the sanction of thoughtful men, because they know that it is an unwritten law, founded upon the sense of equity which rules every humane mind, that a man should be paid according to the skill required and the jeopardy involved in the work he is hired to perform. He knows that many of our best and most prosperous business houses and corporations provide for those who have been injured in their employ or who have spent their energies and health in helping to operate and build up their business. This Government should not do less. Those who are authorized to amend and create laws ought not to permit a law to stand which compels the Department to discontinue the pay of a man killed in its service the moment his life passes away, and this is what it is required to do now, the result being that his income ceases when it is most needed by his family.

The largest number of fatalities in any one year was thirteen; therefore, if Congress would act favorably upon the oft-repeated recommendation made by this office, under the heading

PROVISION IN CASE OF DEATH,

that the Postmaster-General be authorized to use the fund arising from deductions because of the failure of clerks in this service to perform duty, and for other causes, in paying the widow and minor children of each permanent railway postal clerk killed while on duty the sum of \$1,000, providing that if the amount arising from such deductions is not sufficient to cover such payment he shall be authorized to make up the deficiency from the regular appropriation for the payment of railway postal clerks, the annual charge on this account against the revenues of the Government would be very light—probably not exceeding \$12,000 per annum during a long series of years. This amount would not be felt by the Government, but it would be of material benefit to those receiving it, as it would enable them to meet the greatly increased and unexpected expenses involved in the death of those upon whom they were dependent.

PROVISION IN CASE OF INJURY.

Leaves of absence with pay are granted to railway postal clerks who receive injuries in railway accidents while on duty which incapacitate them temporarily or permanently for service. These leaves cover a period of one year, unless the injured recover and return to duty before the expiration of that period. If the disability extends beyond one year the Department is compelled, under existing laws, to retire the clerk from the service. This regulation is a good one, but does not meet the emergency fully and fairly; it does not do full justice to those so badly injured as to be unable to resume duty at the expiration of the year limit or who may never be able to perform the labor necessary to support themselves and families. This office believes that the Department and Congress should not lose sight of the fact that the condition of the family of a clerk so badly injured as to be unable to contribute to its support permanently is, if anything, more deplorable than that of one instantly killed, because in the former case the family must not only support itself, but must provide the necessities, such as food, clothes, medicine, and medical attendance, for the disabled head; the positions of the dependents and the support are reversed and the load carried by the former is greater than the one that fell upon the latter. Special provision should be made for this class of cases and it is therefore respectfully recommended that there be added to the appropriation bill a specific item, as follows:

For the special employment of clerks who have been permanently disabled in railway accidents while on actual duty, and who were thereby incapacitated for duty in railway post-offices, ——— dollars.

Doubtless an appropriation of \$20,000 per annum would cover all such cases for many years, and this would not be in excess of the sum now paid to acting clerks employed in keeping up the runs of the regular clerks disabled; and as nearly if not quite all incapacitated for duty in cars could be advantageously employed elsewhere the appropriation could not be regarded as a civil pension fund.

The records of this office show that for the fiscal years 1889, 1890, and 1891, it became necessary to employ acting clerks to keep up the runs of 294 regular clerks who were disabled while on duty. Of these only 12 were unable to resume their regular duties before or at the expiration of the one-year limit, and 3 of these were detailed to positions in the service where the whole man physically is not an absolute necessity or where the work is not of such a character as to demand strong, active, healthy men—leaving but 9 for the three years who could be considered as having been permanently incapacitated for work of any kind—an average of 3 per year; and it is not known that these 9 could not have performed light work had the Department been in position to tender it to them. The presumption is that they could have done so, but the appropriation, as has been remarked elsewhere in this report, has never been large enough to permit the employment of as large a number of clerks as the best interests of the public and the service demanded; therefore none of it could be expended in the employment of clerks where a pressing necessity for them did not exist.

If the appropriation bill contained the definite and specific item mentioned the Department could use these disabled clerks as transfer clerks at points of sufficient importance to warrant the employment of such an officer, but not sufficiently so to justify it in trenching upon a limited regular appropriation and sacrificing more pressing improve-

ments. They could be used in division supply offices, as janitors of dormitories, as watchmen, and, where competent for the class of work required, as assistants to chief clerks and as additional help in the offices of the superintendents whenever such additions became necessary. In short, no difficulty would be experienced in providing positions for them which would be advantageous to the service. These cases are full of merit; the men lose their limbs and health in the Government service; there is work which would be very beneficial to the service that they can perform, and the work would keep them from destitution and want.

THE RAILWAY MAIL SERVICE SUPERANNUATION ACT.

I beg to renew the recommendation contained in the annual report of this office covering the fiscal year ended June 30, 1891, favoring such legislation as would provide for the retirement on partial pay of all permanent clerks who become incapacitated for further service by reason of injuries received while on duty, but not in railway wrecks, or who have by reason of long service become too infirm to discharge the duties devolving upon them satisfactorily. The reasons for this recommendation are given fully in the report referred to.

REORGANIZATION OF THE CLERICAL FORCE OF THE RAILWAY MAIL SERVICE.

The recommendation contained in several previous reports made by this office favoring what is known as House bill No. 5671, and which contemplates an increase in salaries attaching to classes 2, 3, 4, and 5, and the creation of two additional classes—6 and 7, with appropriate salaries—has not become a law, notwithstanding the belief that a majority of both Houses recognized its importance to the service.

It is hoped that the time this delay has given for consideration of its merits and a more thorough knowledge of the service will insure prompt and favorable action on the bill at the next session. It has been many years since the organization under which the service is now operated was authorized, and during the intervening time the service has changed in character and scope very materially. It has grown wonderfully; has become more intricate and exacting, and requires a higher grade of employés, closer supervision, greater experience, knowledge, study, and application than when the whole service of the country was less than one-quarter of its present extent and handled less than one-tenth of the mail it now does. Whole trains devoted exclusively to the distribution and transportation of the mails now run upon lines that were adequately supplied with a single car and its complement of clerks fifteen years ago, and two or three lines of 60-foot cars are now required where an apartment car 15 feet in length was sufficient then, and the character and extent of the distribution has changed correspondingly.

Clerks in charge are now responsible for the distribution performed in a half dozen cars and for the conduct and work of nearly a score of men; then they were in charge of an apartment or one full car and responsible for their own conduct and work and that of a helper, or, at most, two assistants; and yet those running in full cars received larger salaries then than now. Chief clerks had little more than a score of clerks under their supervision then; now they handle, direct, and ex-

amine from fifty to one hundred, and the road mileage has increased proportionately; yet their pay is no larger now than it was then, while their expenses are much greater. These facts certainly justify the Department in steadily advocating a measure which will enable it to be more just to its employes and to improve and operate the service more systematically and effectively than is possible under the present conditions. House bill 5671 fixes the maximum salaries none too high, considering the character of the service exacted of the clerks, the hazardous nature of the occupation in which they are engaged, the expense involved in their absence from home when on duty, and the exhaustion and destruction of the nervous system inseparable from the life they lead. Knowing, from experience, all that is involved in the occupation, this office can not too earnestly recommend the early passage of the bill.

CHIEF CLERKS, RAILWAY MAIL SERVICE.

Pending the passage of the bill mentioned in the preceding remarks, the authority given the Postmaster-General in the appropriation bills for the past and present fiscal years to expend not exceeding \$15,000 or \$20,000 of the regular appropriation for the payment of railway postal clerks in reimbursing clerks detailed to duty as chief clerks for the expenses incurred by them while traveling on the business of the Department, should be continued, as the experience of the past year and a half has demonstrated that the service has received closer attention and improved more rapidly since this relief and assistance was extended to this very competent, faithful, and energetic corps of officers than ever before.

AUXILIARY CORPS.

I desire especially to renew my recommendation of last year for such Congressional action as shall furnish for the Railway Mail Service a much-needed corps of auxiliary clerks. The necessities for this auxiliary corps were very fully explained in my last annual report, and those necessities are growing more urgent month by month. Under section 6 of Railway Mail Rule 4 of the Revised Civil Service Rules, there are certified to us as substitute clerks one person to ten regular clerks in each State and Territory whenever the Civil Service Commission has sufficient names upon its eligible list. While this concession has been gratefully received, it by no means meets the requirements or furnishes the practical assistance which this service sorely needs. These substitute clerks receive no salaries as such; all that they can expect is occasional employment by the Department as acting clerks and for short periods and such small amounts as regular clerks may be willing to pay them whenever they desire to be absent for a few days and can not arrange with other regular clerks to perform their duties. As a result no young man who may be earning a frugal living at home can afford to abandon that living for the uncertainty of a substitute clerkship, nor can he see in it any incentive to that hard study and constant application which alone can fit him for eventual appointment as a regular clerk. Therefore many men receiving notification of being so selected decline altogether to serve, and many others do not even acknowledge receipt of the notices sent them, so that the ranks of the substitute clerks are perpetually in a partially filled and most unsatisfactory condition.

In all the trades, from the most ordinary to that requiring skilled labor of the highest grade, there are always apprentices; young men and boys who, commencing at the most menial labor, gradually work themselves into higher positions, their places in turn being filled by other apprentices. If this were not so there would be no skilled labor. I simply ask for the Railway Mail Service, the most intricate and arduous arm of the Government service, its labor almost reaching a science and requiring unceasing study, application, and strength, a system which will place at our command a small corps of auxiliary clerks or apprentices, which will always be available to draw from in filling the clerkships of Class 1 upon the heavier lines. These auxiliary clerks should receive salaries of \$300 per annum each; should be regularly selected from the lists of the Civil Service Commission, and should be as amenable to the rules and regulations of the Post-Office Department as all others of our force. Until regularly appointed each would be used as a substitute clerk, thus earning something in addition to the annual salary of \$300, and each would be required to pass such examinations and make such records as would justify his early selection for regular service upon some heavy and important line where an untutored man would be of very little use.

I urgently recommend the passage of an act appropriating the sum of \$30,000, to be expended in the manner indicated for the fiscal year commencing July 1, 1893, and am of the opinion that no other similar expenditure would or could result more beneficially to the service.

MAILING DIVISION OF POST-OFFICES.

While the idea upon which the Railway Mail Service is based and the line upon which it is operated contemplates the distribution of as much matter as possible in railway post-offices while in transit, a large portion of this work must still continue to be done in the larger post-offices. The attention of this office is frequently called to the fact that in many cases the facilities and clerical force have not kept pace with the increase of mail and distribution. In many instances where mail matter could be expedited in delivery if additional separations were made of it in offices like New York, Boston, and Chicago, the requests for the same are responded to with the statement, "We have no room in which to make the additional distribution," or "it will be impossible to take up the additional work with our present force."

The New York City office is a notable example, and I can say from personal observation that the facilities in the mailing division of that, the largest and most important office in the country, are far below what they should be and what are indispensably necessary to insure good service. More room is the great necessity. If this were provided improved and additional racks and cases could be put in, which would enable the present force to do more and better work, because it could work to better advantage. The condition of the mailing division of the Chicago post-office is similar to that of New York, but not nearly so bad, and there are others that should receive very careful consideration. I know of nothing connected with the proper, prompt, and thorough distribution of the mails that deserves greater attention at this time than the New York office. Prompt action should be taken, because the necessity which exists now and which has existed for some time grows greater every day.

CIVIL-SERVICE EXAMINATIONS.

It affords this office great pleasure to state that the recommendation made in its last report that applicants for examination for positions in the Railway Mail Service be subjected to a more stringent physical examination has been carried into effect. If the examining physician is competent and conscientious it is now impossible for an unhealthy or unsound man to enter the service, and the effect of the change has been very beneficial. The best interests of the service seemed to make a modification of some of the rules desirable, and it is gratifying to record the fact that upon a proper showing the Commission invariably coöperated with this office in all its efforts in that direction.

IMPROVEMENTS.

Nearly 20,000 miles of new and improved car service have been added since October 16, 1891, embracing changes in betterment by new lines and increased space upon lines which had outgrown former facilities. These improvements were confined to no one section, but, as will be seen from the accompanying specification, were as generously distributed throughout the country as the pressure of necessity and the condition of the appropriation warranted. In full railway post-office cars the additions covered 9,307.38 miles, and the following are some of the most important lines upon which this especial improvement was effected:

1891.—October 27, one daily line of 40-foot cars between Chicago, Ill., and Cincinnati, Ohio, via the Pittsburg, Cincinnati and St. Louis Railroad, the work having completely outgrown the apartment-car service.

November 2, an addition of 10 feet in one line of 40-foot cars between Galesburg and Quincy, Ill., this being a portion of the heavy line running between Chicago, Ill., and Kansas City, Mo., via the Burlington system.

November 13, one daily line of 60-foot cars between New York, N. Y., and Pittsburg, Pa., and one line of 50-foot between Pittsburg, Pa., and St. Louis, Mo., via the Pennsylvania system, to enable us to meet the requirements made necessary by fast trains and greatly increased mails.

November 14, one daily line of 50-foot cars increased to 60 feet upon the New York Central and Hudson River Railroad between New York and Syracuse, N. Y., the old line having been found wholly insufficient for the increasing mails and work.

1892.—March 17, the night-line postal cars of the Illinois Central Railroad, theretofore running between Chicago and Centralia, Ill., were extended to run to Cairo, Ill., to insure a complete distribution of the mail.

May 17, one daily line of 60-foot in lieu of one of 50-foot via the New York Central and Hudson River and Lake Shore and Michigan Southern railroads, between New York, N. Y., and Chicago, Ill. the smaller cars having been found overcrowded and inadequate.

June 17, one daily line of 40-foot cars between Washington, D. C., and Cincinnati, Ohio, via the Chesapeake and Ohio Railroad, the work and amount of mail having entirely outgrown an apartment.

July 21, one daily line of 40-foot cars via the Union Pacific Railroad, between Kansas City, Mo., and Denver, Colo., to replace an insufficient apartment space.

July 21, one daily line of 60-foot in lieu of 40-foot cars between Union Pacific Transfer (n. o.), Iowa, and Green River, Wyo., and between Huntington and Portland, Oregon, via the Union Pacific Railroad, the transcontinental distribution having exceeded the capacity of the smaller cars.

August 2, one daily line of 40-foot cars between Chicago, Ill., and Fort Madison, Iowa, via the Atchison, Topeka and Santa Fe Railroad, giving us the advantage of an entirely new connection for certain South-western mail from Chicago and a gain in time through via Kansas City, Mo., La Junta, Colo., and Albuquerque, N. Mex.

August 5, one daily line of 40-foot cars via the Cleveland, Cincinnati, Chicago and St. Louis Railroad between Indianapolis, Ind., and St. Louis, Mo., to supersede an apartment line no longer sufficient for the increased work.

One daily line of 40-foot cars between St. Albans, Vt., and Boston, Mass., via the Central Vermont and Boston and Maine railroads, to fill a long-needed want and insure a distribution which could no longer be encompassed in apartment cars.

One daily line of 40-foot cars upon the Alabama Great Southern Line between Birmingham, Ala., and Meridian, Miss. This was an extension of a line then running between Chattanooga, Tenn., and Birmingham, Ala., and made necessary by our inability to complete the distribution of Mississippi and other Southern mail in the short run from Chattanooga to Birmingham.

One daily line of 50-foot cars increased to 60 feet upon the Illinois Central Railroad between Chicago and Cairo, Ill.

One daily line of 40-foot cars increased to 60 feet upon the Boston and Albany Railroad between Boston, Mass., and Albany N. Y.

One daily line of 40-foot cars increased to 60 feet upon the Michigan Central Railroad between Detroit, Mich., and Toledo, Ohio.

One additional daily line of 40-foot cars upon the Missouri Pacific Railroad between St. Louis and Kansas City, Mo.

One daily line of 40-foot cars upon the Great Northern Line between St. Paul, Minn., and Fargo, N. Dak.

One daily line of 50-foot cars increased to 60 feet between St. Louis, Mo., and Texarkana, Ark., upon the St. Louis, Iron Mountain and Southern Railroad.

All of the above have been made necessary by increased mails and a distribution which could no longer be completed with the facilities then at our command.

August 18, one daily line of 40-foot cars upon the Cleveland, Cincinnati, Chicago and St. Louis Railroad between Cleveland, Ohio, and Indianapolis, Ind.

This was a portion of a new line of 40-foot cars through between Cleveland, Ohio, and St. Louis, Mo., rendered necessary by increased mails and to do away with the delay which could not be avoided prior to its establishment.

September 13, one daily line of 40-foot cars upon the Queen and Crescent system was placed upon the line between Meridian, Miss., and Shreveport, La., in substitution for a similar line theretofore running between Meridian, Miss., and New Orleans, La., it being found that the mails could be more thoroughly and completely distributed upon the former than upon the latter line.

The apartment-car service, strengthened and improved during the past year, covered lines aggregating 9,971.65 miles.

The following table represents the new and improved service, both by full railway post-office cars and apartments.

New and improved railway post-office and apartment car service from October 16 to December 31, 1891.

Date.	Description.	Distance.
Oct. 21	Wellington, Kans., and Panhandle, Tex., R. P. O., extend to Mulvane, Kans. (increase)	<i>Miles.</i> 17.50
23	Hornellville and Salamanca, N. Y., R. P. O. (new)	82.07
26	Chicago and Sterling, Ill., R. P. O. (additional)	109.50
26	Chicago and Peru, Ill., R. P. O. (additional)	100.00
26	Grand Lodge and Grand Rapids, Mich., R. P. O., extend to Detroit, Mich. (additional)	96.90
27	Lake Geneva, Wis., and Elgin, Ill., R. P. O., extend to Chicago, Ill. (increase)	42.94
27	Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio, R. P. O., 40-foot postals (new)	300.40
29	Clare, Mich., and Toledo, Ohio, R. P. O. (additional)	185.80
29	Binghamton and New York, N. Y., R. P. O., extend to Buffalo, N. Y. (increase)	203.55
29	Towanda and Bernice, Pa., R. P. O., extend to Lopez, Pa. (increase)	4.08
29	Roudout and Stamford, N. Y., R. P. O., extend to Bloomfield, N. Y. (increase)	13.04
31	Chicago and Streator, Ill., R. P. O. (additional)	97.70
31	Chicago and Rockford, Ill., R. P. O. (additional)	83.00
Nov. 2	Galesburg and Quincy, Ill., R. P. O., daily line, 50-foot postals in lieu of 40-foot	96.80
5	Molra and Brandon, N. Y., R. P. O. (new)	34.87
6	Carroll and Sioux City, Iowa, R. P. O. (new)	130.69
6	Fort Scott, Kans., and Webb City, Mo., R. P. O. (additional)	83.18
6	North Creek and Saratoga Springs, N. Y., R. P. O., extend to Albany, N. Y. (increase)	38.81
10	Chicago, Ill., and Kansas City, Mo., R. P. O. (new)	458.18
11	Greenville and Butler, Pa., R. P. O., extend to Pittsburgh, Pa. (increase)	102.03
12	Taylor Falls and St. Paul, Minn., R. P. O. (new)	50.49
12	Louisville, Ky., and Memphis, Tenn., R. P. O., short run, extend to Memphis, Tenn. (increase)	167.12
14	Chattanooga, Tenn., and Gadsden, Ala., R. P. O. (new)	82.20
13	Pittsburg, Pa., and St. Louis, Mo., R. P. O., daily line of 50-foot postals (new)	627.78
13	New York, N. Y., and Pittsburg, Pa., R. P. O., daily line of 60-foot postals (new)	443.23
13	Pittsburg, Pa., and Chicago, Ill., R. P. O., daily line of 60-foot postals (new)	468.20
14	New York, N. Y., and Syracuse, N. Y., R. P. O., 60-foot postals in lieu of 50-foot	290.72
18	New Hope and Philadelphia, Pa., R. P. O. (new)	37.57
20	St. Paul, Minn., and Mason City, Iowa, R. P. O. (new)	141.16
24	Henderson and Durham, N. C., R. P. O. (new)	42.05
24	Willimantic and New Haven, Conn., R. P. O. (additional)	54.69
30	Bennettville and Sumter, S. C., R. P. O. (new)	62.50
30	Glyndon, Md., and Gettysburg, Pa., R. P. O., extend to Baltimore, Md. (increase)	19.08
Dec. 7	Keathley and Knoxville, Tenn., R. P. O., extend to Huncutt, Tenn. (increase)	4.90
9	Fairmont and Clarksburg, W. Va., R. P. O. (new)	83.43
9	Irrington and Clarksburg, Ky., R. P. O., extend between Denester Junction (n. o.) and Falls of Rough, Ky. (increase)	4.50
9	Downingtown and New Holland, Pa., R. P. O., extend to Lancaster, Pa. (increase)	13.00
11	Chicago and Harvard, Ill., R. P. O. (new)	62.70
24	Rayville, La., and Natchez, Miss., R. P. O. (new)	77.67
29	St. Louis and Kansas City, Mo., R. P. O., via Louisiana, Mo. (additional)	323.39
30	Blaize and Sedro, Wash., R. P. O., extend to Seattle, Wash. (increase)	78.50
30	Cumberland, Md., and Pittsburg, Pa., R. P. O., extend to Martinsburg, W. Va. (increase)	78.00
30	Pittsburg, Pa., and Akron, Ohio, R. P. O., extend to Chicago Junction, Ohio (increase)	72.20
31	Norwood and Rome, N. Y., R. P. O., extend to Utica, N. Y. (increase)	14.47

SUMMARY.

	Miles.
New railway post-office car service	1,839.61
Improved railway post-office car service	390.53
Total	2,230.13
New apartment-car service	2,012.13
Improved apartment-car service	1,311.28
Total	3,323.40
Total new and improved service, October 16 to December 31, 1891	5,553.53

New and improved railway post-office and apartment car service in 1892.

Date.	Description.	Distance.
		<i>Miles.</i>
1892		
Jan.		
4	New Orleans and City Price, La., R. P. O., extend to Buras, La. (increase).....	19.75
6	St. Paul, Minn., and Calmar, Iowa, R. P. O., extend to Decorah, Iowa (increase).....	12.07
7	Los Angeles and National City, Cal., R. P. O., (additional).....	134.31
12	Ishpeming, Mich., and Chicago, Ill., R. P. O., short run, extend to Escanaba, Mich. (increase).....	60.48
23	Paducah, Ky., and Paris, Tenn., R. P. O., extend to Hollow Rock, Tenn. (increase).....	23.89
27	Indianapolis, Ind., and Louisville, Ky., R. P. O., extend to Kokomo, Ind. (increase).....	54.00
30	Gold dust and Memphis, Tenn., R. P. O., extend to Ashport, Tenn. (increase).....	5.00
Feb.		
2	Lexington and Yoakum, Tex., R. P. O., extend to Waco, Tex. (increase).....	86.80
4	Port Townsend, Wash., and Sitka, Alaska, R. P. O. (new).....	1,050.00
4	Montrose and Telluride, Colo., R. P. O., between Illium and Rico, Colo., (new).....	22.80
5	Monroe, N. C., and Clinton, S. C., R. P. O., extend to Athens, Ga. (increase).....	108.00
8	Fort Worth and Comanche, Tex., R. P. O., extend to Brownwood, Tex. (increase).....	30.66
12	Ellsworth, Wis., and St. Paul, Minn., R. P. O. (new).....	45.52
13	Lawrenceville and Harrison Valley, Pa., R. P. O., extend to Mills, Pa. (increase).....	1.86
17	Elmira, N. Y., and Blossburg, Pa., R. P. O., extend to Hoytville, Pa. (increase).....	22.52
17	St. Joseph, Mo., and Grand Island, Nebr., R. P. O., short run, extend to Grand Island, Nebr. (increase).....	175.04
Mar.		
27	Geneva, N. Y., and Williamsport, Pa., R. P. O., extend to Lyons, N. Y., (increase).....	14.46
1	St. Paul, Minn., and Aberdeen, S. Dak., R. P. O., short run, extend to Aberdeen.....	96.50
8	Anderson and Ladoga, Ind., R. P. O., extend to Waveland, Ind. (increase).....	14.40
8	Columbus, Ohio, and Ashland, Ky., R. P. O., extend to Kenova, W. Va. (increase).....	7.00
12	Dunlap, Tenn., and Bridgeport, Ala., R. P. O., extend to Pikeville, Tenn. (increase).....	20.33
14	Port Huron, Mich., and Chicago, Ill., R. P. O. (additional).....	336.48
16	Kenova and Dunlow, W. Va., R. P. O. (new).....	46.16
17	Chicago and Cairo, Ill., R. P. O., extend night line postal, Centralia to Cairo (increase).....	113.56
25	Selver and Allendale, S. C., R. P. O. (new).....	46.21
25	Mosley Junction and Farmville, Va., R. P. O., extend to Chester, Va. (increase).....	26.50
28	Macon and Dublin, Ga., R. P. O. (new).....	54.11
Apr.		
4	Center Barnstead and Hooksett, N. H., R. P. O. (additional).....	24.61
7	Larabee and Clermont, Pa., R. P. O., extend to Buffalo, N. Y. (increase).....	88.00
9	Hamilton and Anacortes, Wash., R. P. O. (new).....	33.53
9	Williamsport and Pottsville Pa., R. P. O. (additional).....	117.10
9	Anacortes and Tacoma, Wash., R. P. O., extend to Sumas City, Wash. (increase).....	12.95
19	Wallace, Idaho, and Tekoa, Wash., R. P. O., extend to Mullan, Idaho (increase).....	7.00
30	Lincoln and Grand Island, Nebr., R. P. O. (additional).....	92.00
30	Republican City, Nebr., and Oberlin, Kans., R. P. O., extend to Hastings, Nebr. (increase).....	81.50
May		
5	Boston and Plymouth, Mass., R. P. O. (additional).....	38.69
6	Oyster Bay and Long Island City, N. Y., R. P. O. (additional).....	33.53
11	Des Moines and Hawarden, Iowa, R. P. O., (new).....	233.60
12	Lincoln, Nebr., and Concordia, Kans., R. P. O., short run between Lincoln and Wymore, Nebr. (additional).....	61.80
17	St. Paul, Minn., and Helena, Mont., R. P. O., short run, extend to Mandan, N. Dak. (increase).....	107.12
17	New York, N. Y., and Chicago, Ill., R. P. O., daily line of 60-foot postals in lieu of 50-foot.....	979.52
19	Weston and Sutton, W. Va., R. P. O., extend to Clarksburg, W. Va. (increase).....	25.60
20	Detroit and Grand Rapids, Mich., R. P. O. (additional).....	150.82
20	Omaha and Norfolk, Nebr., R. P. O. (additional).....	118.90
23	Lake Ann and Manitowish, Mich., R. P. O. (new).....	53.49
24	Salisbury and Norwood, N. C., R. P. O. (new).....	40.79
25	Ely and Duluth, Minn., R. P. O., (new).....	118.35
26	Kansas City and Hume, Mo., R. P. O. (new).....	81.00
27	Ishpeming, Mich., and Chicago, Ill., R. P. O., short run between Chicago, Ill., and Kenosha, Wis. (additional).....	52.60
28	Winona and Spring Valley, Minn., R. P. O., extend to Osage, Iowa (increase).....	37.20
31	Ashland and Abbotsford, Wis., R. P. O., extend to Duluth, Minn. (increase).....	69.98
31	Copemish, Mich., and Toledo, Ohio, R. P. O., extend to Frankfort, Mich. (increase).....	25.27
31	Monroe, N. C., and Athens, Ga., R. P. O., extend to Atlanta, Ga. (increase).....	66.00
June		
2	Thistle and Salina, Utah, R. P. O., extend to Ogden, Utah (increase).....	101.50
8	Ishpeming, Mich., and Chicago, Ill., R. P. O., short run, extend to Milwaukee, Wis. (increase).....	33.29
9	Pikeville and Bridgeport, Ala., R. P. O., extend to Chattanooga, Tenn. (increase).....	28.19
10	Park Rapids and Sauk Center, Minn., R. P. O. (new).....	91.58
10	Weldon and Greenville, N. C., R. P. O., extend to Kingston, N. C. (increase).....	28.20
14	Pueblo and Creede, Colo., R. P. O. (new).....	200.80
14	Montrose and Rico, Colo., R. P. O., extend between Ridgeway and Durango, Colo. (increase).....	69.10
16	Nevada, Mo., and Fleming, Kans., R. P. O. (new).....	47.78
17	Topeka and Fort Scott, Kans., R. P. O., extend to Coffeyville, Kans. (increase).....	100.93
17	Tacoma and Hoquiam, Wash., R. P. O., extend to Ocoosa, Wash. (increase).....	14.00
17	Washington, D. C., and Hinton, W. Va., R. P. O., daily line of 40-foot postals (additional).....	292.47
17	Hinton, W. Va., and Cincinnati, Ohio, R. P. O., daily line of 40-foot postals (additional).....	310.01
30	Norton, Va., and East Cumberland Gap, Tenn., R. P. O., extend to Cumberland Gap, Tenn. (increase).....	2.40
July		
1	Ashley and Muskegon, Mich., R. P. O., extend to Owosso, Mich. (increase).....	22.72

New and improved railway post-office and apartment car service in 1892—Continued.

Date.	Description.	Distance.
1892.		<i>Miles.</i>
July 2	Sumas City and New Whatcom, Wash., R. P. O. (new)	22.95
8	Dayton and Pasco, Wash., R. P. O. (new)	102.50
12	Canton and Mechanic Falls, Me., R. P. O., extend to Rumford Falls, Me. (increase) ..	15.64
13	Baltimore, Md., and Gettysburg, Pa., R. P. O., extend to Highfield, Md. (increase) ..	22.00
18	Nebraska City, Nebr., and St. Joseph, Mo., R. P. O. (new)	93.31
19	Boone and Des Moines, Iowa, R. P. O. (additional)	43.30
20	Spencer and Ravenswood, W. Va., R. P. O. (new)	33.26
21	Kansas City, Mo., and Denver, Colo., R. P. O., daily line 40-foot postals (additional)	639.73
21	Union Pacific Transfer (n.o.), Iowa, and Green River, Wyo., daily line of 60-foot postals in lieu of 40-foot	847.05
21	Huntington and Portland, Oregon, R. P. O., daily line of 60-foot postals in lieu of 40-foot	404.64
23	Birmingham and Selma, Ala., R. P. O. (new)	99.70
26	Lake Ann and Manistee, Mich., R. P. O., extend to Traverse City, Mich. (increase) ..	18.01
26	Columbia, S. C., and Savannah, Ga., R. P. O. (new)	142.00
27	St. Joseph, Mo., and Minco, Ind. T., R. P. O., extend to Chickasha, Ind. T. (increase) ..	18.30
27	Curwensville and Tyrone, Pa., R. P. O., extend to Grampian, Pa. (increase)	5.21
29	Woodburn and Springfield, Oregon, R. P. O., extend to Natrona, Oregon (increase) ..	5.05
30	Columbia, Tenn., and Sheffield, Ala., R. P. O., extend to Nashville, Tenn. (increase) ..	46.90
Aug. 2	Attalla and Sylacauga, Ala., R. P. O., extend to Calera, Ala. (increase)	33.66
5	Traverse City and Grand Rapids, Mich., R. P. O., extend to Bay View, Mich. (increase) ..	67.80
8	Rutherfordton, N. C., and Kingsville, S. C., R. P. O., extend to Marion, N. C. (increase) ..	26.75
5	Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo., R. P. O., 40-foot daily postal line between Chicago, Ill., and Fort Madison, Iowa (new)	240.00
5	Indianapolis, Ind., and East St. Louis, Ill., R. P. O., daily line of 40-foot postals (new)	263.04
5	St. Albans, Vt., and Boston, Mass., R. P. O., daily line of 40-foot postals (new)	265.89
5	Chattanooga, Tenn., and Meridian, Miss., R. P. O., daily line of 40-foot postals between Birmingham, Ala., and Meridian, Miss. (new)	152.61
5	Chicago and Cairo, Ill., R. P. O., daily line of 60-foot postals in lieu of 50-foot	355.73
5	Boston, Mass., and Albany, N. Y., R. P. O., daily line of 60-foot postals to supersede 40-foot	201.41
5	Detroit, Mich., and Toledo, Ohio, R. P. O., daily line of 50-foot postals to supersede 40-foot	59.30
5	St. Louis and Kansas City, Mo., R. P. O., additional daily line of 40-foot postals (new)	223.02
5	St. Paul, Minn., and Helena, Mont., R. P. O., daily line 40-foot postals between St. Paul, Minn., and Fargo, N. Dak. (new)	261.35
5	St. Louis, Mo., and Texarkana, Ark., R. P. O., daily line of 60-foot postals to supersede 50-foot	498.58
9	Argenta and Pine Bluff, Ark., R. P. O., extend to Little Rock, Ark. (increase) ..	3.10
9	Pemberton and Bartow, Fla., R. P. O., extend to Inverness, Fla. (increase)	21.23
10	Morristown and Corytown, Tenn., R. P. O. (new)	39.65
11	Riverside (n.o.) and Doe Run, Mo., R. P. O. (new)	47.89
12	Milton and Stockton, Cal., R. P. O., extend to Merced, Cal. (increase)	45.75
15	Harrington and Salina, Kans., R. P. O. (additional)	49.93
15	Green Basin and Albany, Oregon, R. P. O. (new)	44.60
16	Danville and Tuscola, Ill., R. P. O., extend to Shelbyville, Ill. (increase)	40.74
16	Eland and Marshfield, Wis., R. P. O. (new)	64.15
18	Cleveland, Ohio, and Indianapolis, Ind., R. P. O., daily line of 40-foot postals (additional)	283.87
20	Martinsville, Va., and Winston, N. C., R. P. O., extend to Roanoke, Va. (increase) ..	61.75
20	Greenville and Columbia, S. C., R. P. O., extend to Walhalla, S. C. (increase)	17.26
Sept. 3	Bluefield and Elkhorn, W. Va., R. P. O., extend to Roderfield, W. Va. (increase) ..	28.85
3	Bluefield and Roderfield, W. Va., R. P. O., short run between Bluefield and Vivian, W. Va. (additional)	31.60
9	Chicago and Harvey, Ill., R. P. O., in connection with the transportation of the mails to and from the World's Columbian Exposition at Chicago, Ill., the establishment of railway post-office car service on this route for a period from January 1 to December 31, 1893, is hereby authorized as follows: Five daily lines of 50-foot postals during the months of January, February, March, April, November, and December; and ten daily lines of 50-foot postals during the months of May, June, July, August, September, and October (new)	19.62
9	Toledo, Ohio, and Elkhart, Ind., R. P. O., half daily line of 60-foot postals to supersede half daily line of 50-foot	133.68
12	Baltimore, Md., and Fitchette, Va., R. P. O., extend to Freeport, Va. (increase) ..	12.00
12	Arkansas City and Warren, Ark., R. P. O., extend to McGehee, Ark. (increase) ..	11.91
12	Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O., extend to Marion, Iowa (increase)	5.80
12	Hempstead and Marble Falls, Tex., R. P. O., extend to Llano, Tex. (increase) ..	22.89
13	San Bernardino and Orange, Cal., R. P. O., extend as the Los Angeles and San Bernardino, Cal., kite-shaped R. P. O. (increase)	120.49
13	Meridian, Miss., and Shreveport, La., R. P. O., daily line of 40-foot postals (new) ..	211.67
23	Indianola and Chariton, Iowa, R. P. O. (new)	33.84
28	Orleans, Nebr., and St. Francis, Kans., R. P. O., extend to Republican City, Nebr. (increase)	11.79
29	Driftwood and Red Bank Furnace, Pa., R. P. O., additional surface between Brookville and Duboise, Pa. (increase)	24.15
30	Martinsburg, W. Va., and Pittsburg, Pa., R. P. O., extend to Washington, D. C. (increase)	74.17
30	Nashville, Tenn., and Atlanta, Ga., R. P. O., daily line of 40-foot postals between Nashville and Chattanooga, Tenn. (additional)	151.10

RECAPITULATION. .

	Miles.
New railway post-office car service.....	3,587.94
Improved railway post-office service.....	3,489.91
Total	7,077.85
New apartment car service.....	5,091.04
Improved apartment car service.....	1,557.21
Total	6,648.25
Total for 1892.....	13,796.10
Total for 1891.....	5,553.58
Grand total.....	19,279.68

ESTIMATES AND EXPENDITURES.

The number of clerks in the service June 30, 1891, was 6,032, and on June 30, 1892, there were 6,417, being an increase of 385, or 6.38 per cent. The amount expended for salaries during the former period was \$5,907,556.83; during the latter, \$6,324,973.15. The amount appropriated for salaries for the fiscal year ended June 30, 1892, was \$6,353,000, and the amount expended, as above, amounted to \$6,324,973.15, leaving an unexpended balance of \$28,026.85.

The amount of expenditures and per cent of increase by quarters for the period from July 1, 1890, to September 30, 1892, is shown in the following table:

Quarter ending—	Expendi- tures.	Amount of increase.	Increase, per cent.
Sept. 30, 1890.....	\$1,453,517.21	\$2,757.79	.19
Dec. 31, 1890.....	1,459,089.58	5,372.37	.38
Mar. 31, 1891.....	1,488,174.05	29,084.47	1.99
June 30, 1891.....	1,518,775.99	28,601.94	1.82
Sept. 30, 1891.....	1,535,247.99	18,472.00	1.22
Dec. 30, 1891.....	1,574,455.43	39,207.44	2.55
Mar. 31, 1892.....	1,599,081.12	25,225.69	1.60
June 30, 1892.....	1,615,588.61	15,907.49	.99
Sept. 30, 1892.....	1,631,713.97	16,125.36	.99

The average per cent of increase for the past nine quarters is 1.31 per cent, but, in view of the present condition of the service, I believe that the average expenditures for the remainder of the current year will bring the average down to about 1 per cent, and to ascertain the amount needed for the fiscal year ending June 30, 1894, we take this average quarterly increase and, applying it to the fiscal year ending June 30, 1893, we have the following:

Amount expended, quarter ended September 30, 1892.....	\$1,631,713.97
Estimate for quarter ending—	
December 31, 1892.....	1,648,030.91
March 31, 1893.....	1,664,511.22
June 30, 1893.....	1,681,156.33

Estimated expenditure for the year ending June 30, 1893..... 6,625,402.40

Assuming that the expenditures for the quarter ending June 30, 1893, will be \$6,625,402.40, and applying a quarterly increase of 1 per cent, as before, we have the following as the probable cost for the fiscal year ending June 30, 1894:

Estimate for quarter ending—	
September 30, 1893.....	\$1,697,967.84
December 31, 1893.....	1,714,947.52
March 31, 1894.....	1,732,096.99
June 30, 1894.....	1,749,417.96

Estimated expenditure for the fiscal year ending June 30, 1894.. 6,894,430.31

This is an increase of \$263,430.31, or 3.97 per cent, over the appropriation for the fiscal year ending June 30, 1893, but the data above given warrants the belief that the service can not be properly performed for a less sum, and I have therefore the honor to recommend that the sum of \$6,894,000 be appropriated for the payment of salaries of railway post-office clerks for the fiscal year ending June 30, 1894.

ESTIMATES FOR RAILWAY POST-OFFICE CARS.

The appropriation for the use of railway post-office cars for the fiscal year ended June 30, 1892 (exclusive of the gross amount accrued to Pacific aided and nonaided roads, from which mail earnings are withheld), was \$2,731,000; amount expended, \$2,595,002.76; leaving an unexpended balance of \$135,997.24. It may be well to state in this connection that this unusually large balance remaining on hand was owing mainly to the fact that long delays occurred in several instances in the construction and equipment of the cars by the railroad companies after the lines had been authorized by the Department. This balance would have been entirely exhausted had the lines in question been put into operation earlier in the fiscal year. By adding the expenditure mentioned above, namely, \$2,595,002.76, to the amount accrued to the Pacific roads, which was \$257,816.95, we find the total cost to have been \$2,852,819.71, being an increase of \$165,763.53, or 6.21 per cent, over the cost for the fiscal year ended June 30, 1891.

The following tabular statement shows the growth of this branch of the service for the period from July 1, 1881, to June 30, 1892:

Fiscal year ended June 30—	Amount of appropriation.	Amount expended.	Expenditures.		Per cent.		Gross amount accrued to Pa- cific roads.
			Increase.	Decrease.	Increase.	Decrease.	
1881	\$1,366,000.00	\$1,268,221.00	\$126,676.31	.....	11.09	.....	\$110,381.23
1882	1,426,000.00	1,317,242.23	49,020.73	.....	3.86	.....	124,373.66
1883	1,526,000.00	1,483,086.85	165,844.62	.....	12.59	.....	131,690.17
1884	1,573,000.00	1,585,597.29	102,510.44	.....	6.89	.....	135,790.20
1885	1,625,000.00	1,716,437.13	130,839.84	.....	8.25	.....	134,342.92
1886	1,765,026.00	1,692,025.30	.....	\$24,411.83	.....	1.42	123,873.60
1887	1,808,000.00	1,713,391.92	21,366.62	.....	1.20	.....	126,375.21
1888	1,934,560.00	1,822,904.37	109,572.45	.....	6.38	.....	128,237.62
1889	2,053,643.60	1,991,066.61	168,102.24	.....	9.22	.....	141,546.50
1890	2,260,000.00	2,207,151.01	216,084.40	.....	10.81	.....	241,405.75
1891	2,510,000.00	2,450,819.13	243,668.12	.....	11.40	.....	236,237.05
1892	2,731,000.00	2,595,002.76	144,183.63	.....	5.88	.....	267,816.95

The annual rate of cost of railway post-office car lines (exclusive of the amount to be credited to the subsidized Pacific roads) on July 1, 1892, was \$2,672,974.40. Including lines authorized previous to the close of the last fiscal year which had not been put into operation prior to July 1, 1892, additional lines to cost \$115,401 annually have been authorized up to this date (October 14, 1892). For the current fiscal year several new lines and the extension of old ones have been urgently recommended by division superintendents, and such of these lines as will probably be authorized during the current fiscal year will entail an additional annual expenditure of \$30,000. If these lines are put into operation before the beginning of the new fiscal year the annual rate of cost on July 1, 1893, will be \$2,818,375.40. With the full railway post-office service that will be covered by the annual rate on July 1, 1893, as stated above, it is believed that the additional lines to be provided for in 1893-'94 should not exceed in annual cost \$96,000, which amount, added to the annual rate on July 1, 1893, will make the

amount needed for the coming fiscal year \$2,914,375.40, being an increase of \$104,625.40, or 3.72 per cent, over the amount appropriated for the current fiscal year.

I have therefore the honor to recommend that the sum of \$2,914,000 be appropriated for railway post-office car lines (exclusive of lines on the subsidized Pacific-roads) for the fiscal year ending June 30, 1894.

CONCLUSION.

The condition of the service, as shown in the accompanying report, is complimentary to all connected with it. To the officers, because it is largely due to their activity, good judgment, untiring energy, experience, and knowledge of the business intrusted to them; to the clerks, because of the interest taken in the service, their devotion to those studies which fit them for the positions they hold, their subordination to discipline, and the cheerful manner in which they have performed additional labor whenever emergencies arose requiring it.

The marked improvement noticeable in every feature of the service could not have been made had not all the elements essential to it worked together harmoniously.

The officers and employes of the service, some of the publishing houses, the post-offices, and the railway companies have each in their way done something which has assisted in the work; but the fact that the record of 1892 stands in advance of any heretofore made is due mainly to the unflinching determination to succeed which has characterized the force.

This office acknowledges, with gratitude, the assistance rendered, and earnestly thanks both officers and men for the splendid and successful manner in which they have met every duty, obligation, and responsibility devolving upon them.

I have the honor to be, very respectfully,

JAMES E. WHITE,
General Superintendent.

Hon. J. LOWRIE BELL,
Second Assistant Postmaster-General.

TABLE A^a.—Statement of railway post-offices

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Aberdeen and Durant, Miss.	4	108.63	Aberdeen, Durant, Miss. (Ill. Cent. R. R.)	128009	108.63
Aberdeen and Eureka, S. D.	10	68	Aberdeen, Roscoe, S. D. (C. M. and St. P.). (part)	141010 ¹	41.60
			Roscoe, Eureka, S. D. (C. M. and St. P.)	159016 ²	26.65
Aberdeen, S. D., and Sioux City, Iowa.	10	266.47	Aberdeen, Ashton, S. D. (C. M. and St. P.). (part)	159007	32.69
			Ashton, Mitchell, S. D. (C. M. and St. P.)	159008	96.24
			Mitchell, S. D., Sioux City, Iowa (C. M. and St. P.).	159001	138.35
Addison, Mich., and Franklin, Ohio.	5	188.01	Addison, Mich., Franklin, Ohio (Cin. Jackson and Mack.).	131075	190.20
Addison, N. Y., and Galeton, Pa.	2	46.56	Addison, N. Y., Galeton, Pa. (A. and P.)	107122	46.56
Adrian, Mich., and Fayette, Ohio. ³	9	33.26	Adrian, Grosvenor, Mich. (L. S. and M. S.).	131095	(⁴)
			Grosvenor, Mich., Fayette, Ohio (L. S. and M. S.).	137075	25.57
Akron and Delphos, Ohio	5	165.66	Akron, Carey, Ohio (Pitts., Akron and Western).	131112	108.13
			Carey, Delphos, Ohio (Cleve. and Western).	131081	56.68
Albany and Binghamton, N. Y.	2	143.21	Albany, N. Y., Binghamton, N. Y. (D. and H. C.).	107028	143.22
Albany, Kingston, and New York, N. Y.	2	146.23	Albany, N. Y., Weehawken, N. J. (N. Y. C. and H. R.).	107129 ⁵	141.30
			(part)		
Albany and Thomasville, Ga.	4	58.92	Albany, Thomasville, Ga. (S. F. W. Rwy.)	121018	58.92
Albany and Yaquina, Oregon	8	85.42	Albany, Yaquina, Oregon	173006 ⁶	84.17
Albert Lea, Minn., and Burlington, Iowa.	6	253.14	Albert Lea, Minn., Burlington, Iowa (B. C. R. and N.).	143001	252.86
			Waverly, Waverly Jct. (n. o.), Iowa (B. C. R. and N.).	143094	5.99
			Cedar Falls, Elmira (n. o.), Iowa (B. C. R. and N.).	143001	(¹²)
			Elmira (n. o.), Iowa Jct. (n. o.), Iowa (B. C. R. and N.).	143048	20.80
			Iowa Jct. (n. o.), Nichol, Iowa (B. C. R. and N.).	143004	(¹³)
			Nichol, Burlington, Iowa (B. C. R. and N.).	143001	(¹⁴)
Albuquerque, N. Mex., and El Paso, Tex.	7	254.48	Albuquerque, Rincon, N. Mex. (Atchison, Topeka and Santa Fé).	165008 ¹⁵	177.20
			Rincon, N. Mex., El Paso, Tex. (Atchison, Topeka and Santa Fé).	167004	77.17
Albuquerque, N. Mex., and Los Angeles, Cal.	8	688.06	Albuquerque, N. Mex., Needles, Cal. (A. and P. R. R.). ¹⁶	167003	575.76
			Needles, Barstow, Cal. (A. and P. R. R.)	170042	160.37
			Barstow, San Bernardino, Cal. (So. Cal. R. R.).	170074	81
			San Bernardino, Los Angeles, Cal. (So. Cal. Rwy.).	170053	60.50
Allentown and Harrisburg, Pa.	2	91.84	Allentown, Pa., Harrisburg, Pa. (P. and R.).	110073	90.17

¹ Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles), St. Paul, Minn., and Aberdeen, S. Dak., R. P. O. (256.34 miles), and by Roscoe and Bowdle, S. Dak., closed-pouch service (15.29 miles). (See Table C.)

² Balance of route (64.27 miles) covered by Edgeley, N. Dak., and Aberdeen, S. Dak., closed-pouch service. (See Table C.)

³ In reserve.

⁴ Shown in report of New York and Chicago R. P. O.

⁵ Runs over route 131095, Adrian to Grosvenor, Mich., 7.60 miles.

⁶ 1 helper and 1 transfer clerk at Albany, N. Y.

⁷ 1.57 miles, Weehawken and New York, covered by closed-pouch service. (See Table C.)

⁸ 2 transfer clerks at Albany, N. Y., 1 acting clerk additional.

⁹ Balance of route (104.14 miles) Waycross and Montgomery R. P. O.

¹⁰ Short run, Waverly to Burlington, Iowa, 187.16 miles.

in operation in the United States on June 30, 1892.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av. speed (miles).	Train No. inward.	Av. speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
580 July 1, 1892		201	21.65	202	20.50	7	79,299	108.63	2	14 7	7 2			
4,183 July 1, 1891			9 15.55		12 16.97	6	42,704	136	1	13 0	7 7			
444 July 1, 1890		16		13										
979 do		3	26.59	2	26.58	6	167,343	133.23	1	26 5	9 4	4	1	4
1,617 do		4		1					1	28 3	9 3			
1,924 do														
807 July 1, 1892		3	24.48	2	23.06	6	118,070	125.34	3	22 2	9 2	3	1	3
485 July 1, 1889		1	18.90	4	17.60	6	29,240	93.12	1	12 0	7 0	1	1	1
383 July 1, 1892		126		(125)					1	12 0	7 0			
807 do		126	19.77	(125)	18.46	6	20,887	66.52	1	10 11	9 0	1	1	1
		1	18.31	2	18.31	6	104,034	165.66	1	17 9	7 3	2	1	2
252 July 1, 1888		1	18.31	2	18.31	6			1	17 6	6 6			
2,936 July 1, 1890		1	21.65	2	28.05	6	89,936	95.47	2	27 0	9 0	3	1	5
2,208 do		14	30.60	13	30.07	6	91,832	146.23	1	21 0	9 0	2	1	6
10		29	87	11	28.14	6	91,832		1	21 0	9 0	2	1	
2,386 July 1, 1892		10	20.19	9	20.89	7	43,129	117.84	1	21 0	9 0			
672 July 1, 1890		2	20.28	1	20.38	6	53,644	170.84	1	14 4	8 7	1	1	1
5,275 July 1, 1891		2	25.53	1	25.93	6	158,972	126.57	2	24 0	9 0	1	1	1
250 do		4	14.10	3	21.76	6	117,536	124.77	2	26 0	9 1	4	2	11
5,275 do									3	17 6	9 1	103	1	
2,082 do									11	25 0	9 1			
833 do														
5,275 do														
8,446 July 1, 1890		1	26.34	2	27.75	7	186,279	127.24	2	21 0	9 3	4	1	4
1,414 do									1	20 8	9 0			
6,410 do		3	24.79	4	23.12	7	650,060	197.34	3	27 6	9 2	9	1	12
4,474 do		43	25	42	24.20	6	38,622	123	3	26 2	9 4			
3,166 do									1	25 0	9 0	1	1	
5,178 do														
3,437 July 1, 1889		4	17.41	7	24.88	6	57,676	122.45	1	15 0	8 6	3	1	3
		10	24.54	3	24.54	6	57,676		1	15 0	8 6			
									1	14 6	8 6			

¹¹ Reserve.¹² Distance (81.60 miles) covered by through run.¹³ Distance (12 miles) covered by Muscatine and Montezuma, Iowa, R. P. O.¹⁴ Distance (56.79 miles) covered by through run.¹⁵ 347.62 miles of route 165006, between La Junta, Colo., and Albuquerque, N. Mex., covered by the La Junta, Colo., and Albuquerque, N. Mex., R. P. O., and 53.59 miles of same, between Rincon and Deming, N. Mex., by the Rincon and Silver City, N. Mex., R. P. O.¹⁶ 1 clerk; assistant chief clerk, Los Angeles, Cal.; 1 clerk, short run, Los Angeles to San Bernardino; 1 helper, Albuquerque to Rio Puerco, N. Mex. Balance of route 176042, Barstow to Mojave, Cal. (71.30 miles), closed pouch service (see Table C). 25.33 miles of route 176074 covered by San Bernardino and San Jacinto, Cal., R. P. O. Balance of route (26.65 miles) covered by closed-pouch service, Perris to Temecula Station (see Table C).

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Allentown and Pawling, Pa.	2	44.18	Allentown, Pa., Emaus, Pa. (P. and R.) . .	110073 (part)	(¹)
			Emaus, Pa., Perkiomen Junc., Pa. (Perkiomen).	110056	37.58
Alton Bay and Dover, N. H.	1	28.42	Alton Bay, Dover, N. H. (Bos. and Me.) . .	102013	28.36
Alpena and Alger, Mich.	9	104.50	Alpena, Alger, Mich. (D., B., C. and A.) . .	137057	105.34
Amedee, Cal., and Reno, Nev.	8	48	Amedee, Cal., Reno, Nev. (Nev., Cal., Ore. Rwy.) .	175005	79.30
Amesbury and Boston, Mass.	1	46.85	Amesbury, Salisbury, Mass. (Bos. and Me.) .	104007	4.49
			Salisbury, Newburyport, Mass. (Bos. and Me.) .	104001 (part) ²	(³)
			Newburyport, Wakefield Jct. (n. o.) (Bos. and Me.) .	104014	30.80
			Wakefield Jct. (n. o.), Boston, Mass. (Bos. and Me.) .	104011 (part) ¹⁰	(⁹)
Americus and Columbus, Ga.	4	55.33	Americus, Columbus, Ga. (Cent. R. R.) . . .	121047	64.13
Americus and Louvale, Ga.	4	47	Americus, Louvale, Ga. (S. A. and M. R. R.) .	121050 (part) ¹¹	47
Anderson and McCormick, S. C.	4	50.46	Anderson, McCormick, S. C. (Cent. R. R.) . .	120022	50.46
Anderson and North Vernon, Ind. ¹²	5	83.96	Anderson, Rushville, Ind. (Cin., Wabash and Mich.) .	133064	39.44
			Rushville, North Vernon, Ind. (Cin., Wabash and Mich.) .	133015	46.37
Anderson and Waveland, Ind. ¹³	5	76.10	Anderson, Waveland, Ind. (Chicago and Southeastern).	133037	80.27
Annapolis Junction and Annapolis, Md.	3	21.09	Annapolis, Annapolis Junction, Md. (A., W. and B.) .	113007 (part)	21.03
Antonito, Colo., and Santa Fé, N. Mex.	7	131.56	Antonito, Colo., Espanola, N. Mex. (Denver and Rio Grande).	165004 (part)	91.07
			Espanola, Santa Fé, N. Mex. (Santa Fé So.) .	167011	41.10
Arcadia and Cherryvale, Kans. ¹⁴	7	81.76	Arcadia, Cherryvale, Kans. (K. C., Ft. S. and Mem.) .	155024	73.98
			Weir City Junction (n. o.), Weir, Kans. (K. C., Ft. S. and Mem.) .	156043	3.89
Argenta and Pine Bluff, Ark.	11	54.79	Argenta, Altheimer, Ark. (St. L. and S. W.) .	147026	43.10
			Altheimer, Pine Bluff, Ark. (St. L. and S. W.) .	145051	(¹⁵)
Arkansas City and Warren, Ark.	11	56.61	Arkansas City, Trippie, Ark. (St. L., I., M. and S.) .	¹⁶ 147007 (part)	7.35
			Trippie, Warren, Ark. (St. L., I., M. and S.) .	147004	49.26
Asheville and Murphy, N. C.	3	126.76	Asheville, Asheville Junction (n. o.), N. C. (Rich. and Dan.) .	118006 (part) ¹⁷	(¹⁶)
			Asheville Junction (n. o.), Murphy, N. C. (Rich. and Dan.) .	118016	126.72
			Asheville, N. C., Spartanburg, S. C. (Rich. and Dan.) .	120011	71.92

¹ 4.50 miles covered by Allentown and Harrisburg R. P. O.² In reserve.³ Cars and clerks shown on route 110073.⁴ Reserve car.⁵ One car held in reserve.⁶ Clerk runs on train No. 1 to meeting point (Red Rock Springs) and transfers to train No. 2, receiving and delivering mails to all offices on his line and for offices located on star routes Chat. to Quincy, Amedee to Susanville and Fort Bidwell.⁷ Covered by Bangor and Boston R. P. O. (2.10 miles).⁸ Balance of route covered by Bangor and Boston R. P. O. (107.25 miles).⁹ Covered by Portland and Boston R. P. O. (10 miles).¹⁰ Balance of route covered by Portland and Boston R. P. O. (106.33 miles).¹¹ Balance of route (128.08 miles) Savannah and Americus R. P. O.¹² This line was formerly Rushville and North Vernon R. P. O. October 26, 1891, run extended to Anderson, increasing distance 38.80 miles.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
3,473	July 1, 1889	10 24.54	5 20.76	6	27,745	88.86	1	8 4	6 0	1	1	1
879	do	10 23.81	5 22.64	6			(²)	8 6	6 2	(²)		
8,446	July 1, 1890	54 23.65 122 25.84	19 21 75 24	6 6	17,847 17,847	113.68	1	10 0	7 0	1	1	1
1,299	July 1, 1892	1 22.97	2 24.78	6	65,626	104.50	(¹)	9 4	6 3			
502	July 1, 1890	1 14.55	2 13.22	6	30,144	96	(²)	10 0	6 0	2	1	2
464	do	308 23.20 216 20.31	13 22.08 71 24	6 6	29,421 29,421	93.70	1	12 0	8 6	2	1	2
21,932	July 1, 1889											
1,735	do											
7,761	do											
258	July 1, 1892	5 24.25	6 24.25	7	40,500	110.06	1	24 6	9 0	1	1	1
420	do	1 24.50	2 24.50	7	34,404	94	1	25 0	9 0	1	1	1
233	do	62 16	61 15	6	37,340	118.92	(¹)	11 6	8 0			
397	do	23) 21.45	24) 24.52	6	45,044	83.96	1	10 5	6 0	1	1	1
377	do	23) 21.45	24) 24.52	6			(¹)	15 6	8 6	2	1	2
293	do	116.06	4 20.94	6	42,893	152.20	1	15 0	8 4	1	1	1
1,077	July 1, 1889	2 25	1 25.10	6	13,244	42.18	(²)	15 0	8 4			
479	May 1, 1891	475 17.09	476 16.55	6	82,620	181.56	1	16 2	7 6	1	1	1
213	July 1, 1890	2 18.94	2 20.55	6			(¹)	20 0	8 3			
628	do	401 20.91	402 21.35	7	59,848	163.52	1	20 6	8 6	2	1	2
155	do						1	13 8	7 5			
75	do	51 13.41	50 12.17	6	34,408	109.58	1	15 6	7 5			
1,749	July 1, 1891						(¹)	11 0	9 3	1	1	1
1,383	July 1, 1889	208 14.15	207 14.15	6	35,551	113.22	1	10 6	7 0			
318	July 1, 1890						1	17 10	9 5	1	1	1
2,509	July 1, 1892	65 10.34	64 11.82	6	79,605	126.76	1	19 0	8 8	2	1	2
583	do						1	16 0	8 8			
745	July 1, 1891											

¹³ This line was formerly Anderson and Ladoga R. P. O. March 15, 1892, run extended to Waveland, increasing distance 11.08 miles.

¹⁴ 24.18 miles of route 165004, between Fort Garland and Alamosa, Colo., covered by the Pueblo and Creede, Colo., R. P. O., and 28.70 miles of same route, between Alamosa and Antonio, Colo., by the Salida and Silverton, Colo., R. P. O.

¹⁵ Ft. Scott, Kans., and Webb City, Mo., R. P. O. trains (night line) also run over this line as follows: Train 303, Cherokee to Pittsburg, Kans. and back to Weir City Junction (n. o.); thence over route 155043 to Weir; train 304, Weir to

Weir City Junction (n. o.) to Pittsburg, and back to Cherokee.

¹⁶ Clerk doubles route 155043 each round trip.

¹⁷ Reserve. Covered by Cairo and Texarkana R. P. O.

¹⁸ July 13, 1891, service established. Service between Altheimen and Pine Bluff, Ark., is in addition to Cairo, Ill., and Texarkana, Ark., R. P. O. (11.69 miles).

¹⁹ 102 miles covered by Little Rock, Ark., and Monroe, La., R. P. O. 5 miles covered by closed-pouch service. (See Table C').

²⁰ 1 mile covered by the Salisbury and Knoxville R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Asheville, N. C., and Columbia, S. C.	4	<i>Miles.</i> 165	Spartanburg, Alston, S. C. (Rich. and Dan.).	120008	68.58
Ashland and Eau Claire, Wis.	10	167.64	Alston, Columbia, S. C. (Rich. and Dan.). Ashland, Ashland Jct., Wis. (C., St. P., M. and O.). Ashland Jct., Chicago Jct. (n. o.), Wis. (C., St. P., M. and O.). Chicago Jct. (n. o.), Eau Claire, Wis. (C. St. P., M. and O.).	120001 139032 139028 (part) 139048	..... 4.63 79.90 81.85
Ashland and Lexington, Ky.²	5	124.61	Ashland, Lexington, Kentucky (Ches. and Ohio).	129016	123.60
Ashland and Richardson, Ky.	5	49.88	Ashland, Richardson, Ky. (Ohio and Big Sandy).	129027	49.91
Ashland and Milwaukee, Wis.	10	390.51	Ashland, Milwaukee, Wis. (M.. L. S. and W.).	139018	390.26
Ashtabula, Ohio, and New Castle, Pa.	5	81.16	Ashtabula, Ohio, Mahoningtown, Pa. (Penna. Co.). Mahoningtown, New Castle, Pa. (Penna. Co.).	131044 110044	78.81 (⁹)
Ashtabula and Youngstown, Ohio.⁹	9	64.70	Ashtabula, Andover, Ohio (L. S. and M. S.). Andover, Youngstown, Ohio (L. S. and M. S.). ¹¹	110045 (part) 131062	(¹⁰) 39.20
Astor and Leesburg, Fla.	4	40.60	Astor, Fort Mason (Fla. South. R. R.).	¹² 123008 (part) ¹³ 223014 (part)	27.10 13.80
Atchison and Lenora, Kans.	7	203.32	Atchison, Waterville, Kans. (Ct. Boh., Union Pacific). Waterville, Greenleaf, Kans. (Cent. Boh., Union Pacific). Greenleaf, Concordia, Kans. (Cent. Boh., Union Pacific). Concordia, Lenora, Kans. (Cent. Boh., Union Pacific).	155003 155021 (part) 155022 ¹⁴ 155026	100.28 13.11 41.75 138.45
Atchison and Topeka, Kans.	7	51.06	Atchison, Topeka, Kans. (Atch., Topeka and Santa Fé).	¹⁵ 156010 (part)	50.69
Athens and Macon, Ga.	4	106.77	Athens, Macon, Ga. (Cov. and Macon R. R.).	121052	106.07
Athens and Union Point, Ga.	4	40.48	Athens and Union Point, Ga. (Ga. R. R.).	121007	40.48
Athol and Springfield, Mass.	1	48.34	Athol, Springfield, Mass. (Bost. and Albany).	104068	47.93
Atlanta, Ga., and Birmingham, Ala.	4	167.88	Atlanta, Ga., Birmingham, Ala. (Rich. and Dan. R. R.).	121042	167.54
Atlanta and Brunswick, Ga.	4	278.37	Atlanta, Brunswick, Ga. (E. Tenn., Va. and Ga. R. R.).	121013 (part) ¹⁵	277.76
Atlanta and Fort Valley, Ga.	4	105.14	Atlanta, Fort Valley, Ga. (Atl. and Flor. R. R.).	121056	104.53
Atlanta, Macon, Ga., and Montgomery, Ala.	4	362.91	Atlanta, Macon, Ga. (Cent. R. R.). Macon, Eufaula, Ala. (Cent. R. R.).	121012 121016	103 144.02
Shortrun, Atlanta and Albany.	...	210.41	Eufaula, Montgomery, Ala. (Cent. R. R.).	124003	80.57
Atlanta, Ga., and New Orleans, La.	...	...	Atlanta, West Point, Ga. (Atl. and W. Pt. R. R.).	121003	87.02

¹ 2 reserve cars.² Balance of route (80 miles) covered by Duluth, Minn., Spooner, Wis., and St. Paul, Minn., R. P. O., and by Bayfield and Ashland Jct., Wis., closed-pouch service (21.21 miles). (See Table C.)³ This line was formerly Huntington and Lexington R. P. O. May 24, 1892, run curtailed, to begin at Ashland, decreasing distance 14.98 mls.⁴ In reserve.⁵ One car in reserve.⁶ Two helpers, Appleton to Milwaukee, Wis.⁷ South division, Antigo to Milwaukee, Wis. (206.10 miles).⁸ Covered by Erie and Pittsburg R. P. O. (second division).⁹ Runs over route 110045, Ashtabula to Andover 24.50 miles.¹⁰ Shown in report of Oil City and Ashtabula R. P. O.¹¹ In connection with the Oil City and Ashtabula R. P. O. gives double service between Ashtabula and Andover, Ohio, daily except Sunday.¹² 7.43 miles, Enstis to Lane Park, in Table C.¹³ 66.96 miles; remainder of route in Palatka to Brooks R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
745	July 1, 1891	14	22.93	13	22.98	7	120,780	110	3	20	4	8	1	3
1,061	July 1, 1892								1	19	8	9	0	
1,320	July 1, 1891	91	23.78	92	24.36	6	105,278	111.76	1	22	2	9	4	3
2,206	do								1	19	7	9	4	
2,259	do													
1,701	July 1, 1892	23	30.90	22	27.46	6	86,743	124.61	4	20	0	9	0	2
745	do	30	18.60	29	18.60	7	36,512	99.76	4	15	0	9	0	1
									1	15	2	7	0	1
2,685	July 1, 1891	6	23.87	5	24	6	245,240	129.37	3	24	8	9	3	4
		4	22.56	1	27	6	130,687	138.73	4	22	4	9	3	3
720	July 1, 1892	224	22.08	223	21.12	6	50,968	81.16	1	20	0	9	0	2
	July 1, 1899	224	22.08	223	21.12	6								
									4	17	0	9	0	1
1,285	July 1, 1892	6	20.93	5	26.91	6	40,631	129.40	1	17	5	9	0	1
331	do	166	10.15	171	11.60	6	25,406	81.20	1	10	8	7	6	1
205	do													
4,127	July 1, 1890	403	20.70	404	21.60	7	214,710	146.66	1	22	11	9	2	4
2,454	do	421	16.22	422	17.47	7	152,329	104.05	1	29	4	9	4	2
3,518	do								1	23	1	9	3	1
1,607	do								1	22	3	9	6	
									1	22	6	9	1	
									1	19	11	9	0	
21,367	do	105	25.53	106	26.73	7	37,376	102.12	1	21	0	9	3	1
608	July 1, 1892	13	25.78	10	23.33	6	67,051	106.77	1	12	4	8	8	2
486	do	52	13.70	53	13.09	6	25,421	80.96	1	18	0	8	8	1
209	July 1, 1899	475	23.30	472	21.23	6	30,357	96.68	1	10	0	6	1	1
									1	10	11	6	4	1
6,454	July 1, 1892	52	23.61	53	23.85	7	245,715	111.92	10	9	6	6	4	1
									4	24	0	9	0	6
									2	24	8	9	2	1
3,080	do	50	27.14	51	27.50	7	407,160	139.19	4	20	10	9	4	8
		13	24.06	14	23.89	7			20	25	0	9	2	1
		11	25.15	12	23.21	7								
331	do	1	21.72	2	21.72	6	66,029	105.14	1	18	6	7	0	2
11,741	do	2-5	27.17	6-1	27.17	7	239,298	163.46	3	50	0	9	0	4
4,490	do								(2)					2
3,064	do	12	24.64	11	27.93	7	154,019	140.37	7	25	0	9	0	4
		54	28.55	55	26.77	6	68,452	218	1	20	0	9	0	1
20,092	do	50	33.21	51	24.49	7			(2)					29

¹⁴ 7.51 miles of route 155021 between Greenleaf and Washington, Kans., covered by closed-pouch service. (See Table C, Washington and Greenleaf R. R.)

¹⁵ Trains 421 and 422 run between Atchison and Downs, Kans., only; distance, register to register, 208.10 miles.

¹⁶ Prosser, Nebr., and Concordia, Kans., R. P. O. also runs over 4.90 miles of route 155026, Yuma (n. o.) to Concordia, Kans.

¹⁷ 568.62 miles; balance of route 155010 covered by Kansas City, Mo., and Pueblo, Col., R. P. O.

¹⁸ Reserve car.

¹⁹ 2 transfer clerks Birmingham, Ala.

²⁰ Cars used also by Birmingham and Greenville R. P. O.

²¹ Remainder of route, 74.27 miles, in Chattanooga, Rome, and Atlanta.

²² Paid as 40-foot cars. 1 postal, 5 apartment cars in reserve.

²³ Atlanta and Opelika, short run.

²⁴ Transfer clerk, Montgomery, Ala.; 2 printers, fourth division, 1 detailed to superintendent's office.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Atlanta and New Orleans, La..	4	495.18	West Point, Montgomery, Ala. (Western F., Ala.).	124001	86.60
			Montgomery, Mobile, Ala. (Louis. and Nash. R. R.).	124012	179.34
Short run, Atlanta and Opelika	109		Mobile, Ala., New Orleans, La. (Louis. and Nash. R. R.).	124013	140.06
Attalla and Sylacauga, Ala.	4	88.81	Attalla, Anniston, Ala. (Louis. and Nash. R. R.).	124035	35.99
			Anniston, Sylacauga (Louis. and Nash. R. R.).	124029	53.96
Auburn and Harrisburg, Pa.	2	58.92	Auburn, Pa., Harrisburg, Pa. (P. and R.)	110028	59.18
Auburn and Ithaca, N. Y.	2	44.25	Auburn, N. Y., Ithaca, N. Y. (L. V.)	107089	43.78
Auburn and Lincoln, Nebr.	6	76.84	Auburn, Weeping Water, Nebr. (Mo. Pac.).	155040 (part)	39.91
			Weeping Water, Lincoln, Nebr. (Mo. Pac.).	157040	35.65
Augusta and Atlanta, Ga.	4	171.59	Augusta, Atlanta, Ga. (Ga. R. R.)	121004	171
Augusta and Millen, Ga.	4	55.45	Augusta, Millen, Ga. (Cent. R. R.)	121005	54.98
Augusta and Portland, Me.	1	63.39	Augusta, Portland, Me. (Me. Cen.)	101006 (part, *)	(7)
Augusta and Port Royal, S. C.	4	112.99	Augusta, Port Royal (Cent. R. R.)	120010	112.54
Augusta and Sandersville, Ga.	4	81.41	Augusta, Sandersville, Ga. (Aug., Gib. and Sanders R. R.).	121048	81.16
Aurora and Kearney, Nebr.	6	67.93	Aurora, Hastings, Nebr. (B. and M. R. in Nebr.).	157044	29.82
			Hastings, Kenesaw, Nebr. (B. and M. R. in Nebr.).	157009 (part)	(9)
			Kenesaw, Kearney, Nebr. (B. and M. R. in Nebr.).	157030	24.57
Aurora and Arcadia, Nebr.	6	90.73	Aurora, Central City, Nebr. (B. and M. R. in Nebr.).	157011 (part)	19.25
			Central City, Arcadia, Nebr. (B. and M. R. in Nebr.).	157049	71.07
Austin, Minn., and Ottumwa, Iowa.	6	220	Austin, Minn., Mason City, Iowa (Chi., Mil. and St. Paul).	141012	41.33
			Mason City, Oskaloosa, Iowa (Iowa Central).	1143010 (part)	146.04
			Oskaloosa, Hedrick, Iowa (Iowa Central).	135068 (part)	(17)
			Hedrick, Ottumwa, Iowa (Chi., Mil. and St. Paul).	143047 (part)	(18)
Babylon and New York, N. Y. ¹	2	40.68	Babylon, N. Y., Long Island City, N. Y. (Long Island).	107093 (part)	(16)
Bad Axe and East Saginaw, Mich.	9	68.28	Bad Axe, East Saginaw, Mich. (S. T. and H.).	137054	68.25
Baltimore, Md., and Gettysburg, Pa.	3	71.60	Gettysburg, Valley Junction, Pa. (Western Md.).	110102 (part)	¹⁹ 22.90
			Valley Junction, Intersection, Pa. (Western Md.).	110082	7.70
			Intersection, Pa., Glyndon, Md. (Western Md.).	113020	20.71
			Glyndon, Baltimore, Md. (Western Md.).	113006 (part)	(20)

¹ Paid as two lines; 50-foot cars between Atlanta and Mobile; one line 50-foot cars, one 40-foot, between Mobile and New Orleans. 1 postal car in reserve.

² In reserve.

³ Balance of route (126.25 miles) covered by Omaha, Nebr., and Kansas City, Mo., R. P. O.

⁴ 1 transfer clerk, Augusta, Ga. 1 superintendent's office.

⁵ 2 reserve cars.

⁶ 1 reserve car.

⁷ Covered by Bangor and Boston R. P. O. (62.94 miles).

⁸ Balance of route covered by Bangor and Boston R. P. O. (74.21 miles). This clerk runs in connection with Skow. and Portland R. P. O.

⁹ Distance (14.40 miles) covered by Pacific Junction, Iowa, and McCook, Nebr., R. P. O.

¹⁰ Balance of route (22.75 miles) covered by Lincoln, Nebr., and Deadwood, S. Dak., R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail, whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
Lbs.								Ft.	In.			
19,147	July 1, 1892	52	25.40	53	32.36	7	724,943	165.06	5 50 0	9 4	12	2
17,577	do	3	31.86	6	26.51	7	.....	.....	2 49 4	9 0		
		1	32.21	2	30.46	7						
145	July 1, 1892	85	21.57	86	21.57	6	55,264	88	1 15 0	9 6	2	1
218	do								1 10 0	8 0		
268	July 1, 1890	1	29.78	8	30.30	6	37,002	117.84	1 8 0	6 6	1	1
451	July 1, 1889	2	24.37	17	22.25	6	27,789	88.50	1 15 0	9 0	1	1
1,355	do	359	28.81	360	25.61	7	56,246	153.68	2 15 0	9 0	1	1
928	do								1 19 10	9 2½	1	1
5,131	July 1, 1892	1	25.9	2	23.60	.....	251,207	114.39	2 25 0	9 5	6	1
		3	22.80	4	23.40	.....			2 25 0	9 1	.....	(¹)
1,011	do	2	23.77	2	24.54	6	34,821	110.90	2 25 0	9 6		
19,168	July 1, 1889	44	28.84	25	28.84	6	39,809	126.78	1 24 6	9 0	1	1
604	July 1, 1892	7	22.60	8	22.40	6	70,956	112.99	1 26 4	9 0	1	1
269	do	3	11.17	4	14.18	6	51,124	162.82	1 16 0	6 6	1	1
204	July 1, 1890	35	27.17	36	19.40	6	42,660	135.86	1 15 0	6 6	2	1
5,967	do								1 24 8	9 0	1	1
323	do								1 21 11	9 0	2	1
1,932	do	49	25.32	50	28.65	6	56,978	181.46	1 10 0	5 2	1	1
458	do								1 8 0	6 6	1	1
1,769	July 1, 1891	102	28.06	103	29.85	6	138,160	110	1 12 0	9 0	1	1
2,669	do	2	26.15	1	26.46	.....			1 20 9	8 9	4	2
763	do	2	26.15	1	26.46	.....			1 22 0	9 6		
1,361	do	2	27	1	23.14	.....			1 24 7	9 5		
1,868	July 1, 1889	14	28.06	33	26.06	6	25,547	110.11	1 22 0	8 11		(¹⁰)
755	July 1, 1892	3	24.41	2	24.41	6	42,848	136.46	1 15 0	8 8	1	1
739	July 1, 1889	7	22.81	20	22.70	6	44,965	71.60	1 19 6	6 7	1	1
624	do	19	25.39	10	23.83	6	44,965	.....	1 16 10	7 3	1	1
725	do								1 19 7	8 1	1	1
2,263	do											

¹¹ Balance of route (24.05 miles) covered by Oskaloosa, Iowa, and Albia, Iowa, pouch service. See Table C.¹² Distance (20.01 miles) covered by Peoria, Ill., and Oskaloosa, Iowa, R. P. O.¹³ Distance (13.50 miles) covered by Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O.¹⁴ These cars in reserve.¹⁵ Short run of the Sag Harbor and New York R. P. O.¹⁶ 28.63 miles covered by the Sag Harbor and New York R. P. O.¹⁷ Clerk alternates with the Sag Harbor and New York clerks.¹⁸ Accounted for on the Sag Harbor and New York R. P. O.¹⁹ 6.63 miles, Hanover Junction to Valley Junction, covered by closed-pouch service. (See Hanover Junction and Valley Junction, Pa. Table C.)²⁰ 19.50 miles covered by the Baltimore and Williamsport R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distances run by clerks regulator to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbrevi- ated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Baltimore, Md., and Grafton, W. Va.</i>	3	294.49	Baltimore, Md., Grafton, W. Va. (Balto. and Ohio).	118003 (part)	293.70
<i>Baltimore, Md., and Lexington, Va.</i>	3	257.17	Baltimore, Md., Harpers Ferry, W. Va. (Balto. and Ohio). Harpers Ferry, W. Va., Lexington, Va. (Balto. and Ohio).	113003 (part) 116001	(⁶) 165.38
<i>Baltimore, Md., and Martinsburg, W. Va.</i>	3	99.35	Baltimore, Md., Harpers Ferry, W. Va. (Balto. and Ohio). Harpers Ferry, Martinsburg, W. Va. (Balto. and Ohio).	113017 113008	(⁶) (⁷)
<i>Baltimore, Md., and Roanoke, Va.</i>	3	326.42	Baltimore, Hagerstown, Md. (Western Md.). Hagerstown, Md., Roanoke, Va. (Norfolk and Western).	113006 114021	(¹⁰) 239.76
<i>Baltimore, Md., and Washington, D. C.</i>	3	43.03	Baltimore, Md., Washington, D. C. (Balto. and Potomac).	113003	(¹²)
<i>Baltimore and Williamsport, Md.</i>	3	93.61	Baltimore, Williamsport, Md. (Western Md.).	113006	92.75
<i>Baltimore, Md., and Winchester, Va.</i>	3	114.11	Baltimore, Md., Harpers Ferry, W. Va. (Balto. and Ohio). Harpers Ferry, W. Va., Winchester, Va. (Balto. and Ohio).	113017 116001 (part)	81.49 (¹⁴)
<i>Bangor and Bar Harbor, Me.</i>	1	51	Bangor, Mount Desert Ferry, Me. (Me. Cen.).	101024	43.27
<i>Bangor, Me., and Boston, Mass.</i>	1	245.90	Bangor, Portland, Me. (Me. Cent.). Portland, Me., Boston, Mass. (Boa. and Me.).	101006 104001	137.15 109.35
<i>Bangor and Bucksport, Me.</i>	1	20.07	Bangor, Bucksport, Me. (Me. Cent.).	101013	20.53
<i>Bath and Lewiston, Me.</i>	1	23.47	Bath, Brunswick, Me. (Me. Cent.). Brunswick, Lewiston, Me. (Me. Cent.).	101011 101033 (part) ¹⁹	(¹⁵) 15.03
<i>Barnesville and West Milton, Pa.</i>	2	67.92	Barnesville, Pa., E. Mahony Junc., Pa. (P. and R.). E. Mahony Junc., Pa., West Milton, Pa. (P. and R.).	110012 (part) 110014 (part)	(²⁰) 66.50
<i>Bartow and Punta Gorda, Fla.</i>	4	75.40	Bartow, Punta Gorda, Fla.	123026	75.40
<i>Batavia and Buffalo, N. Y.</i>	2	47.39	Batavia, N. Y., Tonawanda, N. Y. (N. Y. C. and H. R.). Tonawanda, N. Y., Buffalo, N. Y. (N. Y. C. and H. R.).	107014 (part) 107016 (part)	(²¹) (²²)
<i>Battle Creek, Mich., and Goshen, Ind.</i>	9	70.55	Battle Creek, Findley, Mich. (Mich. Cent.). Findley, Mich., Goshen, Ind. (L.S. & M.S.).	137032 133058	34.55 36.26
<i>Bayard and New Philadelphia, Ohio.</i>	5	32.37	Bayard, New Philadelphia, Ohio (Penna. Co.).	131008	32.33
<i>Bay City and Jackson, Mich.</i>	9	115	Bay City, Jackson, Mich. (Mich. Cent.).	137009	115.36

¹ 94.80 miles covered by the Grafton and Wheeling R. P. O. and 1.33 miles, Benwood Junction (n. o.), W. Va., to Bellaire, Ohio, covered by the Grafton and Chicago R. P. O.

² Three lines of 60-foot cars authorized. Cars on trains 1, 2, 3, and 4 in use between Baltimore, Md., and St. Louis, Mo.; 4 in reserve. For equipment of third line, trains 5 and 6, see report for Grafton and Chicago R. P. O.

³ 2 helpers on trains 5 and 6, Baltimore, Md., to Martinsburg, W. Va.; 1 detailed to Baltimore and Lexington R. P. O. as helper Baltimore, Md., to Staunton, Va.; 1 chief clerk and 4 transfer clerks at Baltimore, Md.; 2 transfer clerks at Washington, D. C.; 1 transfer clerk at Grafton, W. Va.; 2 transfer clerks at Cumberland, Md.; 8 detailed to office of general

superintendent R. M. S.; 2 to office of superintendent third div. R. M. S., and one as assistant to chief clerk R. M. S., Baltimore, Md.

⁴ 2 helpers Baltimore, Md., to Staunton, Va.

⁵ 95 miles, Baltimore, Md., via Washington, D. C., to Harpers Ferry, W. Va., covered by the Baltimore and Grafton R. P. O.

⁶ 81.49 miles covered by the Baltimore and Winchester R. P. O.

⁷ 18.60 miles covered by the Baltimore and Grafton R. P. O.

⁸ 1 helper Baltimore to Brunswick, Md.

⁹ 1 line of 40-foot cars authorized on route 113006.

¹⁰ 86.60 miles covered by the Baltimore and Williamsport R. P. O.

¹¹ 2 clerks with two helpers perform the service between Baltimore and Hagerstown, Md. (87

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.					Average speed (miles).	Length.				Width.
Lbs.									Ft. In.	Ft. In.			
34,770	July 1, 1889	531.70	230.45	7	215,567	147.24	214	60 0	9 0	4	3	62	
		831.12	427.75	7	215,567			60 0	9 0	4	4		
		131.07	632.89	7	215,567			60 0	9 0	4	2		
34,770	do	1722.58	18.24	6	161,603	128.58	2	21 1	8 11	4	1	46	
1,678	do												
2,272	do	1322.80	1419.04	6	62,392	99.35	1	17 10	8 5	2	1	83	
34,770	do												
3,283	do	128.86	2229.86	7	63,684	87	21	24 0	8 9	2	2	118	
1,905	do	330.22	425.87	7	175,255	119.71	2	44 6	9 0	4	1		
34,770	do	30927.46	32224.58	6	27,023	86.06	1	14 9	8 7	1	1	1	
							1	14 7	8 6				
3,283	do	2321.46	823.74	6	58,787	93.61	1	20 4	8 3	2	1	2	
							1	16 0	8 0				
							101	19 10	8 3				
2,272	do	1923.38	2023.85	6	71,661	114.11	1	21 0	8 0	2	1	2	
1,678	do												
1,147	do	12718.99	16417.04	6	32,028	102	1	15 0	6 9	2	1	102	
		1118.93	11415.97	6	32,028		1	12 0	6 0				
19,186	do	33626.86	925.55	6	154,425	122.96		59 0	9 1	4	4	1040	
		224.05	7125.15	7	170,998		2	60 0	9 1	4	4		
28,932	do	3627.63	924.09				(17)	60 0	9 1				
		225.48	7127.63				1	59 0	9 1				
850	July 1, 1890	10119.70	10019.70	6	12,603	80.28	1	16 2	6 10	1	1	1	
		10520.87	10616.88	6	12,603								
3,905	July 1, 1889	5022.47	6223.41	6	17,879	113.88	1	16 0	6 7	1	1	1	
1,078	do	6624.08	7425.16	6	17,879		101	16 0	7 2				
		526.41	826.94	6	42,654	135.84	1	15 0	8 8	1	1	1	
593	July 1, 1889	5	8	6			(22)			(22)			
503	July 1, 1892	2716.22	1415.60	6	47,351	150.80	1	12 3	8 3	1	1	1	
							21	10 6	7 6				
337	do	0125.69	0420.94	6	29,761	94.78	2	8 6	6 6	1	1	1	
12,047	July 1, 1889	01	04	6			(23)			(23)			
381	July 1, 1892	16115.97	16411.27	6	44,305	141.10	1	15 0	7 2	1	1	1	
303	do	312.74	222.80	6									
657	do	5121.54	5210.77	306	20,328	129.48	1	19 9	9 0	1	1	1	
		5316.06	5421.54	6	20,328								
3,318	do	7221.41	7130.45	6	144,440	115	1	18 0	9 1	4	1	274	
		7426.35	7324.04	6			1	17 0	8 8				

miles) and 4 clerks perform the service between Hagerstown, Md., and Roanoke, Va. (239.42 miles).

¹² 41.70 miles covered by the New York and Washington R. P. O.

¹³ Reserve car.

¹⁴ 32 miles covered by the Baltimore and Lexington R. P. O.

¹⁵ These clerks register at Bar Harbor, Me.

¹⁶ 1 clerk detailed as chief clerk, Portland, Me.; 1 clerk detailed as assistant to chief clerk, Portland, Me.; 2 clerks as helpers; 2 clerks as transfer clerks (1 at Portland and 1 at Bangor, Me.); 2 clerks to superintendent's office.

¹⁷ Reserve cars.

¹⁸ Covered by Rockland and Portland R. P. O., 9.21 miles.

¹⁹ Balance of route covered by Farmington and Portland R. P. O. (36.30 miles) and closed-pouch service between Leeds Junction and Lewiston, Me., 18.50 miles. (See Table C*.)

²⁰ 80 miles covered by Williamsport and Pottsville R. P. O.

²¹ 55.56 miles covered by Williamsport and Pottsville R. P. O.

²² Cars and clerks shown on route No. 110013.

²³ 51.33 miles covered by Canandaigua and Batavia R. P. O.

²⁴ 11 miles covered by Suspension Bridge and Buffalo R. P. O.

²⁵ Cars and clerks shown on route No. 107014.

²⁶ Clerk makes two round trips daily, except Sunday.

²⁷ Double service daily, except Sunday.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Bay City, Wayne, and Detroit, Mich. ¹	9	Miles. 121.41	Bay City, East Saginaw, Mich. (F. and P. M.). East Saginaw, Wayne, Mich. (F. and P. M.). Wayne, Detroit, Mich. (Mich. Cent.)	137048 137015 (part) 137008 (part) 135033	13.24 (²) (²)
Beardstown and Shawneetown, Ill.	6	229.21	Beardstown, Shawneetown, Ill. (Ohio and Miss.)	155049	229.20
Beaumont and Anthony, Kans.	7	117.03	Beaumont, Anthony, Kans. (St. Louis and San Francisco)	155049	117.03
Bedford and Switz City, Ind. ...	5	41.48	Bedford, Switz City, Ind. (Louis, New Alb. and Chic.)	133036	41.53
Beecher Falls, Vt., and Coos., N. H.	1	22.87	Beecher Falls, Vt., Coos, N. H. (Upper Coos.)	102005	22.72
Bellaire and Zanesville, Ohio ...	5	112.45	Bellaire, Zanesville, Ohio. (Bell., Zanes. & Cin.).	131063	112.46
Belfast and Burnham, Me.	1	33.95	Belfast, Burnham Vill., Me. (Me. Cent.)	101004	33.44
Belle Plaine and Muchakinock, Iowa.	6	62.90	Belle Plaine, Muchakinock, Iowa (Chi. & No. West.).	143049	64.63
Belleville and Junction City, Kans.	7	95.40	Lawrenceburg, Belleville, Kans. (Junc. City and Ft. Kearney). Junction City, Concordia, Kans. (Junc. City and Ft. Kearney).	155044 155015	17.27 71.07
Bellevue and Cascade, Iowa.	6	36.32	Bellevue, Cascade, Iowa (Chi., Mil. & St. Paul).	143053	36.37
Bellwood and Punxsutawney, Pa.	2	58.30	Bellwood, Pa., Irvona, Pa. (Pa. and N. W.). Irvona, Pa., Punxsutawney, Pa. (P. and N. W.).	110087 110165 (part)	25.33 *33.40
Belvidere, N. J., and Philadelphia, Pa.	2	102.54	Manunka Chunk, N. J., Trenton, N. J. (Penna.). Trenton, N. J., Philadelphia, Pa. (Penna.)	109008 109004 (part) 107054	67.80 (¹¹) 57.62
Bennington, Vt., and Chatham, N. Y.	2	57.70	Bennington, Vt., Chatham, N. Y. (Leb. Springs).	141002	92.75
Benson, Minn., and Huron, S. D.	10	163.54	Benson, Minn., Watertown, S. D. (St. P., M. and M.). Watertown, Huron, S. D. (D., W. and Pac.).	159021	70.72
Benson and Nogales, Ariz.	8	88.56	Benson, Nogales, Ariz. (N. M. and Ariz. R. R.).	168002	88.56
Benton Harbor, Mich., and Anderson, Ind.	5	164.95	Benton Harbor, Mich., Anderson, Ind. (Cin., Wabash and Mich.).	133022	165.09
Berlin and Easton, Md.	2	65.48	Berlin, Md., Salisbury, Md. (B. and E. S.). Salisbury, Md., Easton, Md. (B. and E. S.).	113009 (part) 113031	*23.88 42.97
Bethany Junction, Iowa, and Grant City, Iowa.	6	44.28	Bethany Jct. (n.o.), Iowa, Grant City, Mo. (C., B. and Qcy.).	143006 (part)	44.23
Bethlehem and Philadelphia, Pa.	2	57.60	Bethlehem, Pa., Philadelphia, Pa. (P. and R.).	110004	56.01
Big Rapids and Detroit, Mich. ¹¹	9	190.70	Big Rapids, Ionia, Mich. (D., L. and N.). Ionia, Detroit, Mich. (D., L. and N.)	137016 137017 (part.)	68.08 (¹²)

¹ Benson route 137015, East Saginaw to Wayne, Mich. (90.20 miles), and in connection with the Ludington and Monroe R. P. O. gives double service between those points daily except Sunday; also runs over route 137008, Wayne Junction to Detroit, Mich. (18 miles).

² Clerks appointed to the Ludington and Monroe R. P. O.

³ Shown in report of Ludington and Monroe R. P. O.

⁴ Shown in report of Detroit and Chicago R. P. O.

⁵ Reserve.

⁶ In reserve.

⁷ Clerk doubles 7.30 miles of route 155015, between Lawrenceburg and Concordia, Kans., each trip.

⁸ Clerk is relieved 4 days each month by helpers of the St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.

⁹ 3.77 miles, Punxsutawney and Horatio, covered by closed pouch service. See Table Cc.

¹⁰ Cars and clerks shown on route 110087.

¹¹ 34.01 miles covered by New York and Washington R. P. O.

¹² Cars and clerks shown on route No. 109008.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lb. s.										Ft. In.	Ft. In.			
1,753	July 1, 1892	408	27.98	408	27.98	6	76,245	121.41	1	23 2	8 11	2	1	(*)
2,736	do	8		8		6								
27,256	do	44	30.88	83	28.42	6								
537	July 1, 1891	24	23.78	23	26.05	6	143,943	114.60	3	17 5	9 0	4	1	4
427	July 1, 1890	3	25.55	4	24.23	7	85,666	117.03	1	16 4	9 0	2	1	2
177	July 1, 1892	66	15.02	65	13.84	6	26,049	82.96	1	20 7	7 3	1	1	1
217	July 1, 1899	157	23.50	222	21.08	6	14,362	91.48	1	6 6	5 9	1	1	1
597	July 1, 1892	225	27.26	226	22.72	6	14,862		1	7 3	6 5	1	1	1
		1	13.60	2	13.74	6	70,619	112.45	2	14 10	6 7	1	1	1
990	July 1, 1899	132	23.36	131	23.34	6	21,320	135.80	1	11 6	7 6	2	1	2
477	July 1, 1891	124	23.36	133	23.36	6	21,320		1	15 3	7 8	1	1	1
478	July 1, 1890	101	13.51	102	11.09	6	39,501	125.80	1	10 5	7 7	1	1	1
851	do	52	27.89	51	28.65	7	69,833	165.36	1	15 0	6 7	1	1	1
212	July 1, 1891	25	10.87	26	9.27	6	22,808	72.84	1	15 2	7 5	1	1	1
637	July 1, 1899	7	18.81	16	22.44	6	36,612	116.00	1	8 6	6 6	1	1	1
428	do	7		16		6			1	14 6	6 7	1	1	
1,949	do	573	26.66	552	25.66	6	64,396	205.08	1	6 6	6 6			
254,851	July 1, 1891	975		882		6			(10)			(10)		
476	July 1, 1899	8	19.08	8	16.71	6	36,292	115.58	1	13 2	9	1	1	1
534	July 1, 1891	51	11.51	52	12.12	103	51,351	163.54	1	14 0	7 0	1	1	1
540	July 1, 1890	55	13.90	56	14.10				1	16 0	8 0	1	1	1
696	do	1	13.37	2	13.66	7	64,826	88.56	1	22 2	9 4 1/2	1	1	1
1,503	July 1, 1892	5	27.51	10	25.38	6	108,588	164.95	1	20 6	9 0	2	1	2
135	July 1, 1899	6	27.85	15	7.96	6	41,121	130.96	1	22 6	9 0	2	1	2
		6		15		6			1	19 2	9 0	2	1	2
1,167	July 1, 1891	120	11.07	121	11.80	6	27,807	88.56	1	15 9	8 10	2	1	2
7,020	July 1, 1899	318	26.29	301	29.80	6	36,097	115.08	1	8 7	6 11	1	1	1
		312	31.66	305	24.93	6	36,173		1	11 11	6 9	2	1	4
		320	33	319	28.92	6	36,173		1	15 0	9 6	1	1	1
1,067	July 1, 1892	50		53		6			1	25 0	9 6	1	1	1
5,386	do	6	22.79	5	25.98	6	119,756	127.13	4	20 0	8 10	3	1	3

¹³ Clerks leave Benson, Minn., Monday, Wednesday, and Friday; leave Huron, S. D., Tuesday, Thursday, and Saturday.

¹⁴ One detailed to St. Paul, Minn., and Aberdeen, S. D., R. P. O.

¹⁵ One reserve car. Cars run through Benson, Ariz., to Guaymas, Mexico.

¹⁶ One helper.

¹⁷ 7.19 miles; Ocean City and Berlin covered by closed-pouch service. (See Table C.)

¹⁸ Cars and clerks shown on route No. 113009.

¹⁹ Balance of route (50.98 miles) covered by Charleston, Iowa, and St. Joseph, Mo., R. P. O.

²⁰ Train No. 301 leaves Third and Berks streets Philadelphia, lessening distance .24 mile daily.

²¹ Runs on route 137017, Ionia to Detroit, Mich., 122.8 miles, and in connection with the Detroit, Grand Ledge, and Grand Rapids R. P. O. gives triple service between Detroit and Grand Ledge, Mich., daily, except Sunday.

²² Shown with the Detroit, Grand Ledge and Grand Rapids R. P. O.

²³ Two cars held in reserve.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Big Rapids and Holland, Mich. ¹	9	91	Big Rapids, Holland, Mich. (C. and W. M.)	137022	91.63
Bingham and Portland, Me.	1	119.09	Bingham, Oakland, Me. (Somerset)	101018	41.72
			Oakland, Portland, Me. (Me. Cent.)	101005 (part)	(²)
Birmingham and Blocton, Ala. . .	4	51.68	Birmingham, Blocton, Ala. (Birm. Min. R. R.)	124037	51.68
Birmingham, Ala., Greenville, Miss.	4	292.89	Birmingham, Ala., Greenville, Miss. (Rich. and Dan.)	126005	292.89
Birmingham, Ala., Memphis, Tenn.	4	251.60	Birmingham, Ala., Memphis, Tenn. (K. C. Mem. and B. R. R.)	126021	251.60
Blaine and Seattle, Wash.	8	119.98	Blaine, F. and S. Jct. (n. o.), Wash. (Fairhaven and So. Rwy.)	171024	41.48
			F. and S. Jct. (n. o.), Seattle, Wash. (Seattle and Mont. Rwy.)	171034	78.50
Bloomington and Roodhouse, Ill.	6	110.75	Bloomington, Roodhouse, Ill. (Chi. and Alton)	135018	111.16
Bluefield and Elkhorn, W. Va. . .	3	*25.40	Coopers, Powhatan, W. Va. (Norfolk and Western)	116022	8.97
			Blueston Junction (n. o.), Duhring, W. Va. (Norfolk and Western)	116016	9.42
			Bluefield, W. Va., Pocahontas, Va. (Norfolk and Western)	114033 (part)	*9.50
Bolivar and Springfield, Mo. . .	7	39.65	Springfield, Bolivar, Mo. (St. Louis and San Fran.)	145038	39.65
Boone and Des Moines, Iowa . .	6	43.30	Boone, Des Moines, Iowa (Des M. and No. West.)	143081	42.38
Boston, Mass., and Albany, N. Y.	1	203.25	Boston Mass., Albany, N. Y. (Bos. and Albany.)	104025	201.41
Boston and Cape Cod, Mass.	1	120.81	Boston, So. Braintree, Mass. (Old Col.)	104038	11.36
			So. Braintree, Middleboro, Mass. (Old Col.)	¹⁰ 104039 (part)	23.19
			Middleboro, Provincetown, Mass. (Old Col.)	104041	86.38
Boston, Clinton, and Fitchburg, Mass.	1	62.49	Boston, So. Framingham, Mass. (Bos. and Albany.)	¹⁷ 104025 (part)	(¹⁸)
			So. Framingham, Fitchburg, Mass. (Old Col.)	¹⁸ 104051 (part)	40.47
Boston, Mass., and Fishkill on the Hudson, N. Y.—short run.	1	118.30	Boston, Mass., Hartford, Conn. (N. Y. and N. Eng.)	²⁰ 106007 (part)	(²¹)
Boston, Mass., and Fishkill on the Hudson, N. Y.	1	228.75	Boston, Mass., Hopewell Jct., N. Y. (N. Y. and N. Eng.)	106007	214.94
			Hopewell Jct., Fishkill on the Hudson, N. Y. (N. Y. and N. Eng.)	107125	13.06
Boston, Mass., and Greenville, N. H.	1	60.33	Boston, Ayer, Mass. (Fitch.)	²⁴ 104021 (part)	(²⁵)
			Ayer, Mass., Greenville, N. H. (Fitch.)	104024	23.96
Boston, Mass., Nashua, and Keene, N. H.	1	96.22	Boston, Mass., Nashua, N. H. (Bos. and Me. So. Div.)	104016	(²⁶)
			Nashua, Keene, N. H. (Bos. and Me. So. Div.)	102011	56.08

¹ In connection with the Muskegon and Allegan R. P. O. gives double service between Muskegon and Holland, Mich., 35.50 miles daily, except Sunday.

² Covered by Skowhegan and Portland R. P. O. (77.80 miles).

³ Balance of route covered by Skowhegan and Portland R. P. (24.22 miles).

⁴ Shown in column 9, Skowhegan and Portland R. P. O.

⁵ Cars reported in Atlanta and Birmingham R. P. O.

⁶ Route 171024, reported last year as Blaine and Sedro R. P. O., curtailed to end at F. and S. Junction (n. o.). Route 171034: New service established; in effect Jan. 18, 1892.

⁷ Reserve.

⁸ Distance from register to register. The actual daily miles run by clerk is as follows: Elkhorn to Powhatan, 1.80 miles, three round trips; Elkhorn to Coopers, 7.50 miles, two round trips; Freeman to Coopers, 2.10 miles, one round trip; Bluestone Junction to Coopers, 1.50 miles, two round trips; Bluestone Junction to Pocahontas, 1.50 miles, four round trips; Bluestone Junction to Bluefield, 11.00 miles, two round trips. Total, 107 miles, and annual miles of service is figured on this basis.

⁹ Balance of route, 65.30 miles, covered by the East Radford and Norton R. P. O.

¹⁰ In reserve.

¹¹ 1 clerk as chief clerk, Boston, Mass.; 2 clerks to superintendent's office; 2 clerks as helpers; 1 clerk in charge of dormitory, Boston, Mass.

In the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
1,383	July 1, 1892	86	16.23	85	17.26	6	57,148	91	1	14 10	8 10	2	1	2
673	July 1, 1891	2	24.54	1	22.99	6	75,165	119.60	1	14 6	6 6	2	1	2
2,250	July 1, 1889	2	(*)	1	(*)									
445	July 1, 1892	43	20.40	40	20.40	6	32,557	103.36	1	9 11	8 10	1	1	1
1,108	do	52	20.90	53	21.16	7	214,373	146.45	(*)			4	1	4
2,014	do	6	24.74	5	24.74	7	184,171	125.8	4	27 10	9 10	4	1	4
1,037	July 1, 1891	5	16.66	2	11.85	7	87,825	119.98	1	15 10	8 9	2	1	2
			5 13.21	2	13.60				1	24 10	9 0			
1,835	July 1, 1891	6	26.58	5	27.68	6	69,551	221.50	1	40 0	9 1	2	1	2
68	July 1, 1888	27	14	26	14	12	33,598	107	(7)	18 10	9 5	1	1	1
88	July 1, 1889								1	16 2	8 5	1	1	1
1,250	do													
366	July 1, 1891	46	14.90	45	14.90	6	24,900	79.30	1	12 0	7 2	1	1	1
603	do	4	19.24	3	19.97	6	27,192	86.60	10	12 0	7 2	1	1	1
									1	14 9	9 2	1	1	1
66,641	July 1, 1889	13	26.94	10	29.57	6	127,641	101.62	2	56 8	8 8	4	4	54
		5	29.94	12	26.35	6	127,641		2	45 0	8 9	4	4	
		9	31.49	6	33.21	7	148,779		2	40 0	8 9	4	4	
									12	60 0	8 10			
14,136	do								12	39 7	8 6			
3,310	do	45	24.82	120	27.16	6	75,889	120.81	1	40 0	8 10	2	2	12
3,821	do	187	26.40	258	25.99	6	75,889		1	20 0	8 0	2	2	
									12	40 0	8 10			
66,641	do	7	31.91	1055	28.27	6	39,243	124.98	1	16 8	0 6	1	1	1
1,611	do	7	25.89	1035	27.22									
6,952	do	57	26.06	60	29.32	6	74,292	118.30	1	20 2	9 2	2	1	(2)
6,962	do	27	28.20	84	26.31	6	143,655	114.37	1	21 0	8 10	4	1	11
3,518	do								1	20 2	8 10			
8,109	do	122	22.35	451	24	6	37,887	120.66	1	25 7	8 10	2	1	1
608	do													
15,018	July 1, 1890	27	27.97	148	26.67	0	88,420	96.22	1	14 0	7 0	2	1	2
851	do													

¹² Reserve car.¹³ Storage cars.¹⁴ 2 clerks as transfer clerks, Boston, Mass.; 2 clerks as helpers.¹⁵ Reserve crews.¹⁶ Balance of route covered by closed-pouch service between Middleboro and Fall River (19.79 miles) (see Table C*), and Boston and Newport R. P. O. (18.37 miles).¹⁷ Balance of route covered by Boston and Albany R. P. O. (180.20 miles).¹⁸ Covered by Boston and Albany R. P. O. (21.21 miles).¹⁹ Balance of route covered by Lowell and Providence R. P. O. (21.29 miles), Lowell and Taunton R. P. O. (10.93 miles), and closed-pouch service between Taunton and New Bedford, Mass. (19.47 miles). See Table C*.²⁰ Balance of route covered by Boston and Fishkill R. P. O. (97.64 miles).²¹ Covered by Boston and Fishkill R. P. O. (117.30 miles).²² Shown in column 17, Boston and Fishkill R. P. O.²³ 2 clerks on short run (118.30 miles); 3 clerks as helpers on both long and short runs; 2 clerks as transfer clerks (1 at Boston, Mass., and 1 at Hartford, Conn.).²⁴ Balance of route covered by Boston and Troy R. P. O. (152.85 miles).²⁵ Covered by Boston and Troy R. P. O. (36.07 miles).²⁶ Covered by St. Albans and Boston R. P. O. (40.62 miles).

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks regulator to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbrevi- ated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Boston, Mass., and Newport, R. I.	1	<i>Miles.</i> 70.54	Boston, So. Braintree Jct. (n. o.) Mass. (Old Col.). So. Braintree Jct. (n. o.), Fall River, Mass. (Old Col.). Fall River, Mass., Newport, R. I. (Old Col.).	104038 104044 *104039 (part) 104080	(¹) 39.70 18.37 104.04
Boston and Northampton, Mass.	1	104.71	Boston, Northampton, Mass. (Bos. and Me., Cent. Mass. Div.).	107070	37.11
Boston Corners and Poughkeep- sie, N. Y.	2	38.06	Boston Corners, N. Y., Poughkeepsie, N. Y. (N. Y. and Mass.).	104038	(²)
Boston and Plymouth, Mass. ...	1	38.69	So. Braintree Jct. (n. o.), Mass. (Old Col.). So. Braintree Jct. (n. o.), Plymouth, Mass. (Old Col.).	104046 104035	26.62 43.98
<i>Boston, Mass., Providence, R. I., and New York, N. Y.</i>	1	233.07	Boston, Mass., Providence, R. I. (Old Col., Prov. Div.). Providence, R. I., New London, Conn. (N. Y., Prov., and Bos.). New London, New Haven, Conn. (N. Y., N. H. and Hart.). New Haven, Conn., New York, N. Y. (N. Y., N. H. and Hart.).	105002 106004 106005 (part) 104035	64.21 51.71 (³) (⁴)
Boston, Mass., and Providence, R. I.	1	45.01	Boston, Mass., Providence, R. I. (Old Col., Prov. Div.).	104021	188.92
<i>Boston, Mass., and Troy, N. Y. ...</i>	1	191.04	Boston, Mass., Troy, N. Y. (Fitch.).....		
<i>Boston, Springfield, Mass., and New York, N. Y.</i>	1	235.17	Boston, Springfield, Mass. (Bos. and Albany). Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	*104025 (part) 106005	(¹²) 135.73
<i>Boston, Springfield, Mass., and New York, N. Y. (short run).</i>	1	135.73	Springfield, Mass., New York, N. Y. (N. Y., N. H. and Hart.).	106005	(¹⁴)
Boston and So. Shore (n. o.), Mass.	1	47.59	Boston, Braintree, Mass. (Old Col.)..... Braintree Jct. (n. o.), Kingston Sta. (n. o.), Mass. (Old Col.). Kingston Sta. (n. o.), Plymouth, Mass. (Old Col.).	¹⁵ 104038 (part) 104064 *104046 (part) 101001	(¹⁶) 32.20 (¹⁷) 29.53
Boundary Line (n. o.) and Presque Isle, Me.	1	84	Aroostook Jct., N. B., Presque Isle, Me. (Can. Pac.).	161002	157.90
Boundary Line (n. o.) and St. Paul, Minn.	10	419.73	Neché, Fargo, N. D. (St. P., M. and M.). Fargo, N. D., Moorhead, Minn. (St. P., M. and M.). Moorhead, Minn., Wahpeton, S. D. (St. P., M. and M.). Wahpeton, N. D., Breckenridge, Minn. (St. P., M. and M.). Breckenridge, St. Paul, Minn. (St. P., M. and M.).	141005 (part) 141003 (part) 141006	(¹⁸) 45.02 (¹⁹) 214.58

¹ Covered by Boston and Cape Cod R. P. O. (11.36 miles).² Balance of route covered by Boston and Cape Cod R. P. O. (23.19 miles) and closed-pouch service between Middleboro and Fall River, Mass. (19.79 miles.) See Table C^a.³ In reserve.⁴ Covered by Boston and Cape Cod R. P. O. (11.36 miles).⁵ Double service from June 13, 1892.⁶ 6 clerks as helpers; 1 clerk in lobby of New York P. O.; also on a m. train to New Haven, Conn., daily, working New York papers; 3 clerks as transfer clerks (1 at New London,

Conn., 1 at Saybrook Junction, Conn., and 1 at Providence, R. I.).

⁷ Balance of route covered by Boston, Springfield and New York R. P. O. (\$2.50 miles).⁸ Covered by Boston, Springfield and New York R. P. O. (73.23 miles).⁹ Covered by Boston, Providence and New York R. P. O. (43.98 miles).¹⁰ Reserve cars.¹¹ Balance of route covered by Boston and Albany R. P. O. (102.78 miles).¹² Covered by Boston and Albany R. P. O. (98.63 miles).

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
14,136	July 1, 1889	57	26.79	286	23.95	6	44,299	141.08	1	20 0	8 10	1	1	1
1,873	.....do.....													
3,310	.....do.....													
790	.....do.....	639	28.33	638	30.87	6	65,758	104.71	1	25 0	9 0	2	1	2
253	.....do.....	5	20.94	4	21.55	6	23,902	76.12	1	9 0	6 11	1	1	1
14,138	.....do.....	427	23.61	396	22.59	6	74,297	154.76	¹¹ 1	7 5	6 10	1	1	1
837	.....do.....	213	28.03	294	23.61	6	¹¹ 1,238		1	20 0	8 10	1	1	1
11,983	.....do.....	701	35.07	86	35.19	7	170,807	116.53	2	55 0	8 8	4	4	³⁸
15,606	.....do.....	747	39	6	35.19	6	146,368		2	55 0	8 7	4	3	
16,418	.....do.....	701	32.42	86	33.39									
		747	38.97	6	39.99									
89,493	.....do.....	701	33.41	86	34.02									
		747	36	6	28.44									
11,989	.....do.....	825	29.32	748	24.21	6	28,266	90.02	1	20 0	8 10	1	1	1
3,109	.....do.....	54	25.68	33	26.89	6	119,973	95.52	2	40 0	8 9	4	3	20
		34	33.62	35	35.17	6	119,973		1	31 6	8 9	4	2	
									1	31 11	8 9			
									¹⁰² 2	23 10	6 8			
									¹⁰¹ 1	21 1	6 10			
65,641	.....do.....	338	42	14	36.75	6	147,687	117.58	2	55 0	8 8	4	6	¹⁰⁸
		75	39.71	46	39.71	7	172,144		(¹⁴)1	(¹⁴)8	(¹⁴)8	4	1	
		55	32.87	70	33.81	7	172,144		1	54 10	8 7	4	12	
89,498	.....do.....	336	19	14	36.35				1	54 7	8 7			
		75	38.76	46	33.52				2	60 0	8 10			
		55	30.72	70	32.57				¹⁵ 1	60 0	8 8			
89,498	.....do.....	43	25.21	6	25.21	6	131,227	139.31	2	25 1	8 8	3	2	(¹⁷)
		25	27.08	58	27.98									
		223	25.44	30	24.45	6	85,238	90.48	1	40 0	8 11	3	3	
									¹⁶¹ 1	14 0	6 2			
14,136	.....do.....													
549	.....do.....	33	19.83	250	20.56	6	29,886	95.18	1	20 0	8 10	1	1	1
837	.....do.....													
290	.....do.....	53	18.99	52	27.19	6	21,352	136	2	21 0	9	1	1	1
		51	24	54	16.32	6	21,352		1	18 0	8 6			
4,232	July 1, 1890	10	24.99	9	23.60	7	307,242	139.91	3	24 7	9 1	6	1	¹²
1,810	July 1, 1891													
4,029	.....do.....													
13,148	.....do.....													
7,272	.....do.....	8	25.38	7	23.22	6	98,916	157.51	1	24 6	9 4	¹⁸ 2	1	
									1	24 7	9 2			

¹² 15 clerks on short run; 2 clerks as chief clerks (1 at Boston, Mass., 1 at New Haven, Conn.); 7 clerks to superintendent's office; 8 clerks as transfer clerks (2 at Springfield, 2 at New Haven, 2 at Boston, 1 at Hartford, and 1 at Worcester).

¹⁴ No apartment; mail worked in baggage car.

¹⁵ Reserve car.

¹⁶ Covered by Boston, Springfield and New York R. P. O. (125.73 miles).

¹⁷ Shown in column 17, Boston, Springfield and New York R. P. O.

¹⁸ Reserve car.

¹⁹ Balance of route covered by Boston and Cape Cod R. P. O. (1.61 miles).

²⁰ Covered by Boston and Plymouth R. P. O. (4.15 miles).

²¹ Balance of route covered by Boston and Plymouth R. P. O. (22.47 miles).

²² Covered by Boston and Cape Cod R. P. O. (9.95 miles).

²³ Four helpers between St. Paul, Minn., and Grand Forks, N. Dak.

²⁴ Distance (1 mile) covered by Fargo, N. Dak., Barnesville and St. Paul, Minn., R. P. O.

²⁵ Distance (1.60 miles) covered by Larimore, N. Dak., and Breckenridge, Minn., R. P. O.

²⁶ Short run, St. Paul to Morris, Minn. (157.51 miles).

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Bound Brook, N. J., and Philadelphia, Pa.	2	59.96	Bound Brook, N. J., Jenkintown, Pa. (P. and R.). Jenkintown, Pa., Philadelphia, Pa. (P. and R.).	110103 110004	49.19 (¹)
<i>Bowling Green, Ky., and Memphis, Tenn.</i>	5	263.60	Bowling Green, Ky., Memphis, Tenn. (Louis. and Nash.).	129008	262.70
Bowie and Popes Creek, Md.	3	49.14	Bowie, Popes Creek, Md. (Balto. and Potomac).	118014	49.01
Boykins, Va., and Lewiston, N. C.	3	35.82	Boykins, Va., Lewiston, N. C. (Seaboard and Roanoke).	118033	35.60
Bozeman and Butte City, Mont.	10	96.60	Bozeman, Logan, Mont. (Nor. Pac.)..... Logan, Butte City, Mont. (Nor. Pac.).....	141001 (part) 163002	(²) 71.28
Brainerd and Morris, Minn.	10	119.28	Brainerd, Little Falls, Minn. (Nor. Pac.). Little Falls, Morris, Minn. (L. F. and Dak.).	141005 141046	30.95 88.31
Branch Junction and Pittsburg, Pa.	2	70.85	Branch Junction, Pa., Blairsville, Pa. (Penna.). Blairsville, Pa., Allegheny, Pa. (Penna.)..	110042 (part) 110039	(³) 69.01
Branchville and Waterloo, N. J.	2	22.02	Branchville, N. J., Branchville Junc., N. J. (D. L. and W.). Branchville Junc., N. J., Waterloo, N. J. (D. L. and W.).	109048 109025 (part)	6.37 *14.86
Brattleboro, Vt., and New London, Conn.	1	121.63	Brattleboro, Vt., New London, Conn. (Cent. Vt.).	104062	121.50
Brattleboro, Vt., and New London, Conn. (short run).	1	65.30	Palmer, Mass., New London, Conn. (Cent. Vt.).	*104062 (part)	(⁴)
Breckinridge, Minn., and Aberdeen, S. Dak.	10	129.36	Ereckinridge, Tintah Jct. (n. o.), Minn. (St. P., M. and M.). Rutland, Ellendale, S. D. (St. P., M. and M.). Tintah Jct. (n. o.), Minn., Aberdeen, S. D. (St. P., M. and M.).	141006 (part) 161014 161011	(⁵) 49.80 119.28
Bremond and Albany, Tex.	11	231.90	Bremond, Rosa, Tex. (H. and T. C.)..... Rosa, Albany, Tex. (Tex. Central.).....	150005 150075	54.49 175.73
Brewster and New York, N. Y.	2	62.19	Brewster, N. Y., New York, N. Y. (N. Y. and N.).	107017	54.72
Bristol, Tenn., and Big Stone Gap, Va.	3	69.48	Bristol, Tenn., Big Stone Gap, Va. (S. A. and O.).	114040	69.48
<i>Bristol and Chattanooga, Tenn.</i>	3	242.37	Bristol, Chattanooga, Tenn. (E. T. V. and G.).	127002	242.79
Bristol and Madison, S. Dak.	10	103.53	Bristol, Madison, S. D. (C. M. and St. P.).	159017	103.65
Brookings and Gettysburg, S. Dak.	10	194.61	Brookings, Watertown, S. Dak. (Dak. Cent.). Watertown, Redfield, S. Dak. (Win. and St. Peter). Redfield, Gettysburg, S. Dak. (C. and N. W.).	159008 *141014 (part) 159013	48.20 71.47 75.93
Brunswick and Albany, Ga.	4	169.73	Brunswick, Albany, Ga. (Bruna. and West. R. R.).	121028	171.78
Buda and Canton, Ill.	6	64.49	Buda, Elmwood, Ill. (Chi., Burl. and Qcy). Elmwood, Yates City, Ill. (Chi., Burl. and Qcy). Yates City, Canton, Ill. (Chi., Burl. and Qcy).	135072 135009 (part) 135008 (part)	44.28 (⁶) (⁷)

¹ 10.10 miles covered by Bethlehem and Philadelphia R. P. O.² Cars and clerks shown on route No. 110103.³ Day and night lines, four clerks, two clerks to crew. Railway post-office cars on day line; apartment cars on night line.⁴ One clerk detailed chief clerk, Memphis, Tenn., one clerk detailed transfer clerk, Milan, Tenn.⁵ Distance (25.32 miles) covered by St. Paul, Minn., and Helena, Mont., R. P. O.⁶ 2.80 miles covered by Indiana and Branch Junction R. P. O.⁷ Cars and clerks shown on route No. 110042.⁸ 8.63 miles, Franklin Furnace and Branchville Junction, covered by closed pouch service. (See table C.)⁹ Cars and clerks shown on route No. 109048.¹⁰ Trains Nos. 200 and 209 run between Waterloo and Newton only, a distance of 12.68 miles.¹¹ In reserve.¹² 1 clerk on short run.¹³ Balance of route covered by Brattleboro and New London R. P. O. (56.50 miles).¹⁴ Covered by Brattleboro and New London R. P. O. (65 miles).

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. (outward).	Av'g speed (miles).	Train No. (inward).	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
570	July 1, 1889	571 22.42	550 24.51	6	37,655	119.92	1	20 0	9 0	1	1	1		
5,094	do	571	550	6			(²)		(²)					
11,245	July 1, 1892	103 26.08	102 23.88	7	192,955	131.80	2	45 0	9 4	2	2	18		
		101.25	104 26.70	7	192,955		2	18 6	9 0	4	2			
2,990	July 1, 1889	195 11.23	196 12.43	6	30,860	98.28	1	10 3	6 6	1	1	1		
289	July 1, 1892	45 20	34 20	6	22,495	71.64	1	5 7	3 5	1	1	1		
13,146	July 1, 1891	7 19.26	8 19.92	6	60,664	193.20	1	30 6	9 2	1	1	1		
8,927	Aug. 19, 1891													
682	July 1, 1891	12 15	11 15	6	74,908	119.28	1	23 9	8 10	2	1	3		
477	do	101 10.97	102 12.54	6			1	23 0	7 2					
1,216	July 1, 1889	1 24.73	4 25.18	6	44,494	141.70	1	15 0	8 6	1	1	2		
		3 22.85	2 27.13	6	44,494									
1,032	do	1	4				(²)		(²)					
269	do	208 27.99	203 22.50	6	13,873	60.40	1	6 2	6 6	1	1	1		
494	do	208	203	6			(²)		(²)					
		200 24	209 20.06	6	17,983		1	5 8	6 10					
				6			11	5 4	6 8					
2,323	do	57 23.41	66 21.22	6	76,384	121.63	1	10 6	6 8	2	1	13		
2,323	do	67 35.45	50 25.15	6	41,008	130.60	1	10 8	6 5	1	1	(¹⁵)		
							1	11 2	6 7					
7,272	July 1, 1891	42 12.16	41 11.49	6	81,238	129.36	1	17 6	8 9 1/2	2	1	10 1		
							1	22 2	8 11					
75	July 1, 1890	81 12.16	82 11.49											
624	do	71 12.16	72 81.49											
842	do	31 23	32 22	7	109,751	115.95	1	17 6	8 10	4	1	4		
842	do	1	2				1	16 0	8 8					
							1	17 6	9 3					
							1	17 9	9 3					
843	July 1, 1889	6 22.22	7 20.50	6	39,055	124.38	1	8 4	6 10	1	1	2		
		12 21.96	1 20.96	6	39,055		1	8 3	6 9	1	1			
854	July 1, 1891	1 12.77	4 11.57	6	43,633	138.96	1	10 4	8 8	1	1	1		
							1	10 0	7 5					
9,839	July 1, 1892	1 27.14	2 27.39	7	177,415	121.18	(²⁰)	40 0	9 0	4	2	16		
		2 29.63	4 29.93	7	177,415		2	40 0	9 0	4	2			
621	July 1, 1890	18 14.74	17 16.68	6	65,016	103.53	1	14 4	7 8	2	1	2		
930	July 1, 1890	11 27.00	12 27.42	6	122,215	129.74	1	15 5 1/2	7 5 1/2	3	1	3		
							1	15 11 1/2	7 6					
2,466	July 1, 1891	11 25.85	12 25.08											
683	July 1, 1890	39 18.06	34 15.54											
1,662	July 1, 1892	1 20.10	2 18.36	7	124,241	118.15	2	14 6	7 0	3	1	4		
							1	15 8	8 1			(²²)		
							(²¹)	13 2	7 0					
755	July 1, 1891	11 25.79	12 26.65	6	40,499	128.98	1	18 7	9 0	1	1	1		
2,896	do													
1,477	do													

¹⁸ Shown in column 17, Brattleboro and New London R. P. O.¹⁹ Reserve car.²⁰ Distance (17.47 miles) covered by Boundary Line (a. o.), N. Dak., and St. Paul, Minn., R. P. O.²¹ One clerk runs six times per week between Brooklynridge, Minn., and Rutland, N. Dak., and one between Aberdeen, S. Dak., and Ellendale, N. Dak., via Rutland, N. Dak., on Mondays, Wednesdays, and Fridays, returning on Tuesdays, Thursdays, and Saturdays.²² See Lynchburg and Bristol R. P. O., trains 3 and 3.²³ In use between Bristol and Chattanooga, Tenn., on trains 1 and 4.²⁴ Balance of route (183.90 miles) covered by Winona, Minn., and Watertown, S. Dak., R. P. O.²⁵ 1 reserve car.²⁶ Transfer clerk, Waycross, Ga.²⁷ Distance (8.0 miles) covered by Peoria and Galesburg, Ill., R. P. O.²⁸ Distance (16.4 miles) covered by Yates City and Rushville, Ill., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Buffalo, N. Y., and Bradford, Pa. ¹	2	83.82	Buffalo, N. Y., West N. Y. (B. R. and P.).	107130	49.25
Buffalo, N. Y., and Clermont, Pa. ⁴	2	110.16	Larabee, Pa., Clermont, Pa. (W. N. Y. and P.).	110001	23.40
Buffalo, N. Y., and Emporium, Pa.	2	121.55	Buffalo, N. Y., Emporium, Pa. (W. N. Y. and P.).	107058	121.35
Buffalo and Jamestown, N. Y.	2	69.63	Buffalo, N. Y., Jamestown, N. Y. (N. Y., L. E. and W.).	107001	69.21
Buffalo, N. Y., and Pittsburg, Pa.	2	273.10	Buffalo, N. Y., Corry, Pa. (W. N. Y. and P.).	107081	93.62
			Corry, Pa., Oil City, Pa. (W. N. Y. and P.).	110025 (part)	45.14
			Oil City, Pa., Pittsburg, Pa. (A. V.)	110041	132.61
Burlington, Iowa, and Carrollton, Mo.	6	220.57	Burlington, Iowa, Carrollton, Mo. (Chi., Burl. and K. C.).	143008	220.20
Bureau and Peoria, Ill.	6	47.03	Bureau, Peoria, Ill. (Chi., R. I. and Pac.) .	135016	47.14
Burlington and Council Bluffs, Iowa.	6	294	Burlington, U. P. Transfer (n. o.), Iowa (C., B. and Qcy.).	143005	293.86
Burlington and Oskaloosa, Iowa	6	105	Burlington, Winfield, Iowa (Burl. and No. West).	¹⁴ 143035 (part)	34.14
			Winfield, Oskaloosa, Iowa (Burl. and West).	143062	71.38
Burlington, Iowa, and Quincy, Ill.	6	72	Burlington, Iowa, Quincy, Ill. (Chi., Burl. and Qcy.).	135011	72.65
Burlington, Iowa, and St. Louis, Mo.	7	213	Burlington, Keokuk, Iowa (Chi., Burl. and Qcy.).	143011	43.30
			Keokuk, Iowa, St. Peters, Mo. (St. Louis, Keo. and No. West).	¹² 145018 (part)	138.00
			St. Peters, St. Louis, Mo. (St. Louis, Keo. and No. West).	145068	32.70
Butler and Freeport, Pa.	2	21.46	Butler, Pa., Freeport, Pa. (Pa.)	110053	21.99
Butler, Mo., and Madison, Kans.	7	109.27	Butler, Mo., LeRoy, Kans. (St. Louis and Emporia).	155045	80.17
			LeRoy, Madison, Kans. (Interstate)....	155090	30.08
Butte City, Mont., and Ogden, Utah.	8	398.85	Ogden, Utah, Silver Bow, Mont. (O. S. L. and U. N. Rwy.).	169003	390.05
			Silver Bow, Butte City, Mont. (Montana Union R. R.).	163009	.....
Cadillac, Mich., and Fort Wayne, Ind. ²⁰	9	240.76	Cadillac, Mich., Ft. Wayne, Ind. (G. R. and I.).	137018	240.68
Cairo, Ill., and New Orleans, La.	4	552.58	Cairo, Ill., New Orleans, La. (Ill. Cent. R. R.).	(part) ⁽²¹⁾ 129001	550.11
Cairo, Ill., and Poplar Bluff, Mo.	7	74.25	Cairo, Ill., Poplar Bluff, Mo. (St. Lou., Iron Mt. and So.).	145027	74.25
Cairo, Ill., and Texarkana, Ark. ²²	11	422.47	Birds Point, Mo., Texarkana, Ark. (St. L. and S. W.). ²⁴	145051	417.92

¹ Between West and Bradford the clerk runs in the Rochester and Punxsutawney R. P. O.² In reserve.³ Clerk alternates with Buffalo and Jamestown R. P. O.⁴ Between Buffalo and Larabee the clerk runs in the Buffalo and Emporium R. P. O.⁵ Relieved by a Dunkirk and Titusville R. P. O. clerk one week out of three.⁶ Clerk alternates with Buffalo and Bradford clerks.⁷ 2 helpers and 2 clerks on Oil City and Pittsburg R. P. O.⁸ 49.53 miles covered by Salamanca and Oil City R. P. O.⁹ Cars and clerks accounted for on route No. 107081¹⁰ Reserve.¹¹ Clerk makes two round trips daily, except Sunday.¹² Cars run through between Chicago, Ill., and U. P. Transfer (n. o.), Iowa. See Chicago, Ill., and Burlington, Iowa, R. P. O. Five daily lines of 60 feet cars paid for over whole route.¹³ Fast mail, three clerks of each crew run east on train No. 4, and two clerks run east on train No. 8.¹⁴ Two helpers between Burlington and Chariton, Iowa. West on train No. 7, and east on train No. 4. One clerk detailed as chief clerk; one clerk as assistant to chief clerk; and one clerk detailed to transfer duty at Burlington, Iowa.¹⁵ Night line. One clerk of each crew runs east on train No. 8.¹⁶ Balance of route (18.68 miles) covered by Winfield and Washington, Iowa, pouch service. See Table C.¹⁷ Balance of route 145018 (51.11 miles) between

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules.)				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
533	July 1, 1889	9	24.30	12	24.90	6	53,639	102.30	1	15 0	9 0	2	1	3
186	do	122	22.97	109	21.83	6	60,180	146.88	1	15 0	9 0	1	1	1
1,680	do	102	24.93	103	24.11	6	76,333	121.55	1	19 0	9 6	2	1	2
1,209	do	103	25.90	112	27.63	6	43,628	102.30	1	19 0	9 0	1	1	1
1,558	do	2	27.86	1	28.84	6	171,507	136.55	4	19 8	8 8	4	1	8
1,457	do	2		1		6			2	19 8	8 8			
3,287	do	2	28.93	1	30.60	6								
1,181	July 1, 1891	1	22.82	2	23.63	6	138,517	110.28						
2,503	do	305	26.87	306	28.70	12	59,069	188.12	1	14 5	7 7	4	1	4
74,910	do	301	26.87	302	28.87	7	215,208	147	1	13 9	9 4	1	1	1
		7	24.56	4	25.02	7	215,208	147	10	20 0	9 4	11	1	1
				5	24.59	7			12	13 1	9 4	14	5	137
777	do	1	24.67	12	25.94	6	65,940	105	1	12 9	7 6	2	1	2
731	do	1	23.53	2	23.53	6								
520	do	1	23.60	2	24.27	6								
6,234	do	181	24	182	23.35	6	45,216	144	1	11 8	5 10	1	1	1
		2	27.41	1	26.08	7	146,134	107.09	2	13 11	7 2	1	1	1
		4	22.67	3	28.87	7	155,916	107.09	2	24 6	8 11	4	2	16
6,209	do								1	22 0	9 1	4	2	
10,155	do	2	26.97	13	28.45				1	24 8	8 11			
404	July 1, 1889	14		1										
255	July 1, 1890	71	25.20	72	25.20	6	13,477	85.84	1	9 4	6 0	1	1	1
233	do	33	22.90	32	22.90	6	13,477	85.84	1	9 4	6 0	1	1	1
2,976	do	343	10.69	342	9.92	6	68,622	109.27	2	16 4	6 10	2	1	2
2,236	do													
2,976	do	343	11.31	344	11.66	7	291,958	132.95	19	51 0	9 6	6	1	7
2,236	do	7	21.49	2	26.99	7								
2,236	do	7	21.07	2	19.39	7								
3,760	July 1, 1892	8	26.45	7	22.01	6	161,197	120.38	2	22 0	8 10	4	1	14
9,134	do	3	29.90	26	27.15	7	308,977	157.88	1	60 0	9 0	14	2	35
393	July 1, 1891	1	29.90	2	29.07	7	54,351	113.51	1	60 0	9 0	1	1	1
1,749	do	48	19.39	47	17.81	7			1	15 8	9 3	1	1	1
		1	20.11	2	19.27	7	309,248	140.82	4	26 0	9 8	6	1	6
									1	22 0	9 4			
									1	22 0	9 4			

Mount Pleasant and Keokuk, Iowa, covered by Mount Pleasant and Keokuk, Iowa, R. P. O.

From July 1, 1891, to May 29, 1892, inclusive, Sunday service on trains 2 and 14 and 1 and 13 was between St. Louis and Hannibal, Mo., only 111.10 miles.

One reserve car; 1 clerk detailed to office Superintendent; route 163009 covered by Garrison and Butte City R. P. O. (See Table A, 10th Div.)

In connection with the Grand Rapids and Richmond R. P. O. and Mackinaw City and Grand Rapids R. P. O., gives double service between Cadillac, Mich., and Fort Wayne, Ind. (240.15 miles) daily, except Sunday.

Balance of route, 128.15 miles, covered by Mackinaw City and Grand Rapids R. P. O.

Clerks appointed to the Mackinaw City and Fort Wayne R. P. O., and are shown in the Mackinaw City and Grand Rapids report.

60-foot cars on trains 1 and 2 run between Chicago and New Orleans, and are reported in Chicago and Cairo R. P. O. This line paid as 45-foot cars. Cars on 3 and 26 paid as 40-foot cars. 4 helpers; 1 transfer clerk, Jackson, Tenn.; 1 transfer clerk, Jackson, Miss.; 1 chief clerk, New Orleans.

Clerk is relieved by one of the clerks from the Cape Girardeau and Hunter, Mo., R. P. O., by pooling arrangement; all service on the two lines is kept up by three clerks.

Clerks register at Cairo, Ill., 455 miles from Bird's Point, Mo. Clerks divide on Pine Bluff, Ark., North Div. (270.71 miles); South Div. (151.76 miles). 11.60 miles covered by Argenta and Pine Bluff, Ark., R. P. O., between Altheimer and Pine Bluff, Ark.

TABLE—A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Divisions.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Caledonia and Spring Valley, Ill.	6	<i>Miles.</i> 85.74	Caledonia, Spring Valley, Ill. (Chi. and No. West.).	135087	75
Calistoga and Vallejo Junction, Cal.	8	43.88	Calistoga, Vallejo Jct. (n. o.), Cal. (Cal. Pac. R. R.).	178008	43.88
Calmar and Davenport, Iowa..	6	165.70	Calmar, Davenport, Iowa (Chi., Mil. and St. Paul).	143027	165.73
Cambridge City and Madison, Ind.	5	108.61	Cambridge City, Columbus, Ind. (Penna. Co.).	133011	63.73
Cambridge Junction (n. o.) and Burlington, Vt.	1	34.47	Columbus, Madison, Indiana. (Penna. Co.).	133006	45.58
Cameron, Mo., and Atchison, Kans.	7	56.66	Cambridge Jct., Burlington, Vt. (Con. Vt.).	103014	34.39
Canandaigua and Batavia, N. Y.	2	50.17	Cameron, St. Joseph, Mo., (Han. and St. Joseph).	145005	36.75
Canandaigua and Elmira, N. Y.	2	69.17	St. Joseph, Mo., Atchison, Kans. (Han. and St. Joseph).	145,030	21.08
Canastota and Elmira, N. Y....	2	118.76	Canandaigua, N. Y., Batavia, N. Y. (N. Y. C. and H. R.).	107014	451.33
Canton and Mechanic Falls, Me	1	25.52	Canandaigua, N. Y., Elmira, N. Y. (Nor. Cent.).	107003	39.99
Canton and Sherodsville, Ohio..	5	48.55	Canastota, N. Y., Cortland, N. Y. (E. C. and N.).	107080	49.27
Cape Girardeau and Hunter, Mo	7	96.01	Cortland, N. Y., Elmira, N. Y. (E. C. and N.).	107075	71.01
Camak and Macon, Ga.....	4	78.59	Canton, Mechanic Falls, Me. (Port. and Rum. Falls).	101019	25.52
Carroll and Merville, Iowa.....	6	100.80	Canton, Sherodsville, Ohio (Cleve. and Canton).	131009	50.52
			Cape Girardeau, Hunter, Mo. (Cape Girardeau So. West.).	145045	96.01
			Camak, Macon, Ga. (Ga. R. R.).	121021	78.04
			Carroll, Maple River, Iowa (Chi. and No. West.).	135003	(¹²)
			Maple River, Wall Lake, Iowa (Chi. and No. West.).	143038	(¹²)
			Wall Lake, Sac City, Iowa (Chi. and No. West.).	143050	14.16
			Sac City, Merville, Iowa (Chi. and No. West.).	143069	67.04
Carroll and Sioux City, Iowa..	6	123.30	Carroll, Maple River, Iowa (Chi. and No. West.).	135003	(¹²)
			Maple River, Onawa, Iowa (Chi. and No. West.).	143038	81.16
Cartersville, Ga., and Talladega, Ala.	4	144.84	Onawa, Sioux City, Iowa (S. City and Pac.).	143029	(¹²)
			Cartersville, Ga., Pell City, Ala. (E. and W. R. R.).	121020	118.55
			Tredegar Jct. (n. o.), Jacksonville, Ala. (E. and W.).	124040	3
			Pell City, Talladega, Ala. (T. and C. V. R. R.).	124030	22.93
Caseville and Pontiac, Mich....	9	100.73	Caseville, Pontiac, Mich. (P. O. and N.).	137064	100.91
Cazadero and San Francisco, Cal.	8	87.35	Cazadero, San Francisco, Cal. (W. F. Coast R. R.).	176016	87.10
Cedar Rapids and Council Bluffs, Iowa.	6	270.77	Cedar Rapids, U. P. Transfer (n. o.), Iowa (Chi. and No. West.).	135003	270.50

¹ One reserve car.² Balance of route 145005 (170.84 miles) covered by Chicago, Ill., and Kansas City, Mo., R. P. O.³ Full car, but pay for same not authorized by Department.⁴ 86.01 miles covered by Batavia and Buffalo R. P. O.⁵ Clerk alternates with Elmira and Williamsport clerks.⁶ In reserve.⁷ Cars and clerks accounted for on route 107080.⁸ Balance of route covered by closed-pouch service between Canton and Gilbertville (1.93 miles). See Table C.⁹ Balance of route (80 miles) shown on Cleveland and Zanesville R. P. O.¹⁰ Sunday service between Cape Girardeau and Williamsville, Mo. (71 miles), in addition to regular 6 times a week service, from July 1 to Aug. 2, 1891, inclusive (6 days).¹¹ Service pooled with Cairo, Ill., and Poplar Bluff, Mo., R. P. O., 3 clerks keeping up all runs on the two lines.¹² Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.¹³ Distance (16.70 miles) covered by Carroll and Sioux City, Iowa, R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
371	July 1, 1891	137	17.74	138	22.36	6	53,844	171.48	1	12 0	7 5	1	1	1
1,189	July 1, 1890	33	21.72	36	21.40	14	55,113	175.52	1	21 0	8 8	1	1	1
			35.27.94	34	21.40				1	12 1	8 8			
1,246	July 1, 1891	151	23.67	152	23.39	6	104,050	165.70	1	20 0	8 9	2	1	2
576	July 1, 1892	104	25.20	107	25.20	6	68,333	108.61	1	19 2	8 10	2	1	2
1,050	.....do.....	104		107		6								
558	July 1, 1889	91	17.73	90	17.73	6	21,648	137.88	1	8 9	6 10	1	1	(¹)
		93	21.46	92	22.66	6	21,648							
16,126	July 1, 1891	1	21.96	2	27.21	7	41,475	113.32	1	8 9	6 10	1	1	2
1,912	.....do.....	3	21.30	4	23.42	7	41,475	113.32	1	39 1	9 8	1	1	
									1	15 8	8 8	1	1	
337	July 1, 1889	75	31.67	72	30	6	31,507	100.34	2	18 6	7 0	1	1	1
3,623	.....do.....	10	29.56	9	29.56	6	43,339	98.87	2	15 0	8 6	1	1	1
									3	15 6	8 6			
1,052	.....do.....	4	27.92	1	25.89	6	74,581	118.76	1	15 0	8 6	2	1	2
									1	14 8	9 0			
953	.....do.....	4		1		6			2	16 6	9 0			
491	.....do.....	3	22.84	4	21.87	6	16,026	51.04	(¹)			(¹)	1	1
									1	10 0	6 9			
1,067	July 1, 1892	41	25.26	42	25.26	6	30,489	97.10	1	14 0	7 6	1	1	1
193	July 1, 1891	1	15.79	2	14.22	6	61,146	113.51	1	15 0	7 0	2	1	2
									1	12 1	6 10			
760	July 1, 1892	31	13.56	30	17.62	6	106,881	157.18	2	18 10	9 2	2	1	2
			33.22.15	32	20.80	7			(¹)	15 6	8 8			
18,250	July 1, 1891	91	21.99	92	22.82	6	63,302	100.80	1	12 7	7 2	2	1	2
1,998	.....do.....	15		16					1	12 10	9 2			
1,645	.....do.....								1	12 2	7 5			
1,231	.....do.....													
18,250	.....do.....	71	32.27	74	30.90	7	90,255	123.30	1	13 6	7 3	2	1	2
1,998	.....do.....	11		14										
10,563	.....do.....	11	31.88	12	29.76				2	9 3	9 0	2	1	2
383	July 1, 1892	1	17.78	2	15	6	89,075	141.84	1	10 9	9 0			
			4.20	1	20	6			1	9 10	6 8			
371	July 1, 1892								1	14 6	7 6			
779	.....do.....	2	23.07	1	23.07	6	63,258	134.31	1	17 0	6 10	1	1	1
510	July 1, 1890	5	20.29	18	20.29	7	63,840	87.35	1	8 8	6 0	2	1	2
18,250	July 1, 1891	7	25.78	8	24.80	7	196,203	135.38	(²)			1	2	19
		3	25.37	4	26.85	7	198,203	135.38				2		

¹⁴ Reserve.¹⁵ Distance (4.20 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.¹⁶ Distance (76.33 miles) covered by Sioux City and Council Bluffs, Iowa, R. P. O.¹⁷ Two reserve cars.¹⁸ The clerk appointed to the line is relieved every fourth week by a clerk appointed to the East Saginaw and Port Huron, R. P. O.¹⁹ Balance of route (219.40 miles), covered by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.²⁰ Day line.²¹ Night line.²² One helper on night line between Blairtown and Carroll, Iowa, five days each week. Two clerks detailed to transfer duty at Council Bluffs, Iowa.²³ Cars run through between Chicago, Ill., and U. P. Transfer (n. o.) Iowa. See Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Two daily lines of 40 feet cars, paid for between Cedar Rapids and Missouri Valley, Iowa, and two line of 40 feet cars and one line of 50 feet cars between Missouri Valley and U. P. Transfer (n. o.), Iowa.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks register to register.	Initial and terminal stations running from east to west north to south, or northwest to southeast, with abbrevi- ated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Cedar Rapids, Iowa, and Kan- sas City, Mo.	6	301.51	Cedar Rapids, Iowa, Kansas City, Mo. (C. M. and St. P.).	143047	298.08
Cedar Rapids, Iowa, and Wa- tertown, S. Dak.	6	400.33	Cedar Rapids, Iowa, Watertown, S. Dak. (Burl. C. R. and North.).	143006	309.26
Center Barnstead and Hooksett, N. H.	1	24.61	Cent. Barnstead, Hooksett, N. H. (Con. and Mont.).	102004	24.68
Chadron, Nebr., and Casper, Wyo.	6	198.27	Chadron, Nebr., Douglas, Wyo. (Free Elk and Mo. Valley).	157035	140.33
			Douglas, Casper, Wyo. (Free Elk and Mo. Valley).	164003	53.31
Chambersburg and Richmond Furnace, Pa.	2	31.35	Chambersburg, Pa., South Penn. Junc., Pa. (C. V.).	110030 (part)	(^c)
			South Penn. Junc., Pa., Richmond Fur- nace, Pa. (C. V.).	110071	19.38
			Mercersburg Junc., Pa., Mercersburg, Pa. (C. V.).	110145	2.62
Champaign and Decatur, Ill. . .	6	46.96	Champaign, White Heath, Ill. (Ill. Cent.).	135029	(^c)
			White Heath, Decatur, Ill. (Ill. Cent.).	135077	82.29
Champaign and Havana, Ill. . .	6	101.07	Champaign, Havana, Ill. (Ill. Cent.).	135029	101.63
Champion and Birmingham, Ala.	4	39.70	Champion, Birmingham, Ala. (Birm. Min. R. R.).	124036	39.70
Champion, Mich., and Milwan- kee, Wis.	10	265.57	Champion, Mich., Milwaukee, Wis. (Mil. and Nor.).	139016	262.94
Chanute and Longton, Kans. . .	7	45.08	Chanute, Longton, Kans. (Atch., Topeka, and Santa Fe).	165066	45.08
Chariton, Iowa, and St. Joseph Mo.	6	144.47	Chariton, Bethany Jct. (n. o.), Ia. (Chi., Bur. and Qcy.).	143006 (part)	50.98
			Bethany Jct., Ia. (n. o.), Albany, Mo. (Chi., Bur. and Qcy.).	143061	48.12
			Albany, St. Joseph, Mo. (Chi., Bur. and Qcy.).	145037	49.69
Charleston, S. C., and Augusta Ga.	4	139.22	Charleston, Branchville, S. C. (S. C. R. R.).	120003	(¹²)
			Branchville, S. C., Augusta, Ga. (S. C. R. R.).	120017	75.14
Charleston and Clinton, S. C. . .	4	203.71	Charleston, Lanes, S. C. (N. E. R. R.).	120005	(¹⁵)
			Lanes, Sumter, S. C. (Cent. of S. C.).	120015	60.69
			Sumter, Columbia, S. C. (W. C. and A. R. R.).	120002	(¹⁶)
			Columbia, Clin., S. C. (C. L. and N. R. R.).	120037	68.18
Charlotte, N. C., and Atlanta, Ga.	4	268.24	Charlotte, N. C., Atlanta, Ga. (Rich. and Dan. R. R.).	121001	267.93
Charlotte, N. C., and Augusta, Ga.	4	192.00	Charlotte, N. C., Augusta, Ga. (Rich. and Dan. R. R.).	118007	192
Chatham and New York, N. Y.	2	130.44	Chatham, N. Y., New York, N. Y. (N. Y. C. and H. R.).	107022	127.06
Chattanooga, Rome and At- lanta, Ga.	4	153.49	Chattanooga, Ooltewah, Tenn. (E. T., V. and Ga.).	127002	(¹⁷)
			Ooltewah Tenn., Cohutta, Ga. (E. T., V. and Ga.).	127011	11.54
			Cohutta, Rome, Ga. (E. T., V. and G. R. R.).	124010	74.27
			Rome, Atlanta, Ga. (E. T., V. and G. R. R.).	121013 (part)	.....

^a One helper between Chillicothe and Kansas City, Mo., four days each week.^b East Division, Cedar Rapids to Esterville, Iowa, 207.32 miles.^c One clerk detailed to transfer duty at Cedar Rapids, Iowa.^d West Division, Esterville, Iowa, to Watertown, S. Dak., 193.01 miles.^e Double service from May 2, 1892.^f 7.10 miles covered by Harrisburg and Winchester R. P. O.^g Cars and clerks accounted for on route 110030.^h Distance (15.02 miles) covered by Champaign and Havana R. P. O.ⁱ North Division, Champion, Mich., to Green Bay, Wis. (151.06 miles).^j South Division, Green Bay to Milwaukee, Wis. (114.17 miles).^k In reserve.^l Balance of route (44.23 miles) covered by Bethany Junction, Iowa (n. o.), and Grant City Mo., R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,361	July 1, 1891	3	23.80	2	24.61	6	189,348	150.75	1	20 9	8 8	4	1	¹⁵
1,378	do	61	26.41	60	27.58	6	180,196	103.68	2	20 2	9 4	24	1	¹⁸
		63	25.10	62	25.66					22 0	9 1			
		71	25.10	72	25.66	6	121,210	128.67	1	19 10	9 1	43	1	
519	July 1, 1890	130	22.56	131	22.56	6	15,465	98.44	1	13 8	9 1			
		132	24.45	133	22.56	6	2,559		1	9 0	6 11	1	1	1
751	July 1, 1891	5	15.77	6	14.59	6	121,873	128.85	2	12 2½	7 2½	3	1	3
407	do													
2,838	July 1, 1890	47	23.10	44	23.10	6	19,688	62.70	1	15 6	8 3	1	1	1
757	do	47		44		6			(⁷)			(⁷)		
781	do	47		44		6			(⁷)			(⁷)		
531	July 1, 1891	3	14.44	4	15.23	6	29,490	93.92	1	13 10	7 5	1	1	1
285	do													
531	do	1	24.75	2	22.46	6	63,471	101.07	1	15 1	7 3	2	1	2
177	July 1, 1892	45	18.85	44	15.66	6	24,931	79.46	1	9 9	9 0	1	1	1
2,457	July 1, 1891	6	23.03	5	24.95	⁷	110,576	151.06	1	33 5	9 5	2	1	4
		2	27.66	1	27.06	¹⁰	71,698	114.17	1	33 4	9 5	2	1	
394	do	209	15.03	210	20.49	7	32,999	90.16	1	22 0	8 10	1	1	1
1,667	do	112	26.26	111	25.12	6	90,727	144.47	2	22 8	8 9½	2	1	3
1,434	do													
1,672	do								¹¹	20 0½	9 1			
2,535	July 1, 1892	1	23.52	26	26.18	7	101,909	139.22	¹⁴	18 00	8 11	3	1	3
1,921	do	37	25	44	25	6	47,483	151.24						
18,417	do													
1,070	do	52	29	53	29	7	149,115	135.80	1	29 10	8 2	3	1	3
12,618	do								1	25 4	8 9			
									¹⁷	12 6	5 5			
32,453	do	37	36.47	38	35.65	7	589,055	134.12	(¹⁸)	60 00	9 00	4	2	¹⁹ 32
		11	27.68	10	27.20	7						4	2	
		9	26.52	12	26.95	7						4	3	
3,550	do	11	25.20	12	24.64	7	140,544	128	3	22 6	9 00	3	1	²¹ 4
1,741	uly 1, 1889	18	34.62	17	36.61	6	81,916	104.35	2	20 0	8 4	2	1	5
		26	32.71	7	28.74	6	81,916		1	20 2	8 4	3	1	
9,839	July 1, 1892								¹¹	20 8	8 7			
2,883	do													
1,848	do	13	24.35	14	25.50	7	112,362	153.49	1	39 3	8 2	2	1	2
									1	40 8	8 9			

¹⁵ 63 miles reported in Columbia and Charleston R. P. O.¹⁶ 2 reserve cars.¹⁵ 55 miles reported in Wilm. and Jacksonville R. P. O.¹⁶ 43 miles reported in Florence and Augusta R. P. O.¹⁷ 1 reserve. This line is the consolidation of Columbia and Clinton and Col. Sum. and Charleston, R. P. O.'s.¹⁸ Cars run between Washington and Atlanta, and included in Washington and Charlotte R. P. O. Paid as two lines of 60-foot cars, one line without pay.¹⁹ 2 helpers, 2 chief clerks, Atlanta.²⁰ 1 reserve car.²¹ Helper.²² 15 miles as Bristol and Chattanooga R. P. O.; 53 miles as Cleve. and Selma R. P. O.; remainder of route 277.76 miles in Atlanta and Brunswick R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southwest, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Chattanooga, Tenn. and Gadsden, Ala.	4	92.20	Chattanooga, Tenn., Gadsden, Ala., Chatt. South. Rwy.	121069	92.20
Chattanooga, Tenn., and Griffin, Ga.	4	198	Chattanooga, Tenn., Carrollton, Ga., (C. R. and C. R. R.).	121057	138
Chattanooga and Memphis, Tenn.	5	311.14	Carrollton, Ga., Griffin, Ga.	221022	60.37
<i>Chattanooga, Tenn., Meridian, Miss.</i>	4	295.60	Chattanooga, Memphis, Tenn. (Mem. and Char.).	124005	311.39
Cheneyville and Lafayette, La.	11	61.60	Chattanooga, Tenn., Meridian, Miss. (Ala. Grt. South. R. R.).	124015	295.60
Chester and Farmville, Va.	3	79.10	Cheneyville, Lafayette, La. (M. L. and T. R. R. and Steamship Co.).	149021	61.60
Cheyenne, Wyo., and Denver ¹ .	7	107.40	Chester, Coalboro (n. o.), Va. (Farm. and Powhatan).	114017 (part)	14.56
<i>Cheyenne, Wyo., and Huntington, Oregon.</i>	6	902.04	Coalboro (n. o.), Farmville, Va. (Farm. and Powhatan).	114046	64.56
Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn.	10	473.50	Denver, Colo., Cheyenne, Wyo., (Union Pacific).	165007	107.40
Chicago, Ill., and Burlington, Iowa.	6	207.50	Cheyenne, Granger, Wyo. (Union Pacific).	157001 (part)	(⁹)
Chicago and Cairo, Ill.	6	366.32	Granger, Wyo., Huntington, Oregon (Oregon St. Line and W. Nth.).	164001	541.45
Chicago, Ill., and Cedar Rapids, Iowa.	6	220.40	Chicago, Ill., Rugby Jct. (n. o.), Wis. (Nor. Pac.).	135089	117.50
			Rugby Jct. (n. o.), Abbottsford, Wis. (Nor. Pac.).	¹³ 139017 (part)	185.54
			Abbottsford, Chippewa Falls, Wis. (Nor. Pac.).	¹³ 139026 (part)	55.10
			Chippewa Falls, Wis., St. Paul, Minn. (Nor. Pac.).	139061	104.63
			St. Paul, Minneapolis, Minn. (Nor. Pac.).	141001 (part)	(¹⁴)
			Chicago, Ill., Burlington, Iowa (C., B. and Qoy.).	135007	206.84
			Chicago, Cairo, Ill. (Ills. Cent.)	135020	365.73
			Chicago, Ill., Cedar Rapids, Iowa (Chi- and No. West.).	135003 (part)	¹³ 219.40

¹ 1 reserve car.¹ Day line.¹ 1 clerk detailed transfer clerk, Chattanooga, Tenn.; 1 clerk detailed transfer clerk Grand Junction, Tenn.; 2 clerks detailed transfer clerk, Memphis, Tenn.¹ In reserve.¹ Night line.¹ Paid as 1 line 50-foot cars and as 1 additional line 40-foot cars between Chattanooga and Birmingham.¹ Balance of route, 13.50 miles, covered by closed pouch service. (See "Bermuda Hundred, and Chester, Va.," and "Coalboro, n. o., and Winter pack, Va., Table C").¹ North Platte, Neb., and Denver, Colo., R. P. O. runs over this line between La Salle and Denver, Colo., 46.40 miles.¹ Distance (359.10 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.¹ Two helpers between Cheyenne and Monell, Wyo., and one clerk detailed to transfer duty at Pocatello, Idaho.¹ Cars run through from U. P. transfer, Iowa, to Portland, Oregon. See Omaha, Nebr., and Ogden, Utah R. P. O. One line of 40-foot cars paid

for between Cheyenne and Green River, Wyo., and one line of 60-foot cars paid for between Green River, Wyo., and Huntington, Oregon.

¹³ Balance of route covered by Duluth, Minn., and Abbottsford, Wis., R. P. O. (133.10 miles), and between Milwaukee and Rugby Jct. (n. o.) Wis. (26.71 miles) by closed pouch service. (See table, C.).¹³ Balance of route covered by Chippewa Falls and Eau Claire, Wis., closed pouch service (11.29 miles). (See table C.).¹⁴ Distance (10.68 miles) covered by St. Paul, Minn., and Helena, Mont., R. P. O.¹⁵ East Division, Chicago, Ill., to Neenah, Wis. (187.21 miles)¹⁶ West Division, Neenah, Wis., Minneapolis, Minn. (289.34 miles.)¹⁷ Two helpers between Neenah and Abbottsford, Wis.¹⁸ One in reserve.¹⁹ Day line; fast mail.²⁰ 4 helpers on fast mail; west on train No. 7 and deadhead east on No. 6; 2 helpers on day line between Chicago and Malden, Ill.; 1 clerk detailed as chief clerk and one as assistant chief

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	A's speed (miles).	Train No. inward.	A's speed (miles).					Length.	Width.			
Lbs.										Ft.	In.			
270	July 1, 1892	1	21.57	2	21.7	6	57,901	184.40	12	11	11	6	8	1
546	do	2	23.57	1	23.57	7	144,986	132	12	18	0	7	4	3
616	do								1	24	8	9	0	
4,217	do	3	26.67	2	27.06	7	227,754	155.57	41	23	0	9	0	24
		1	27.06	4	27.06	7	227,754		41	22	8	9	0	44
10,488	do	5	21.88	6	25.57	7	432,758	147.80	12	60	0	9	0	8
		1	31.93	2	31.11	7			12	50	0	9	0	16
286	July 1, 1890	51	24.64	50	26.40	7	45,091	123.20	1	15	3	9	0	1
31	July 1, 1889	21	18.71	1	18.70	6	49,675	158.20	1	22	7	9	0	1
									1	7	4	5	4	1
145	July 1, 1890													
4,481	do	2	28.03	1	28.64	7	78,617	107.40	1	24	1	9	4	2
53,510	do	3	29.11	4	29.58	7	262,861	200.45	41	13	5	6	64	9
53,510	do	1	28.36	2	27.64	7	396,231							2
3,967	July 1, 1891	7	25.56	6	28.60	106	117,193	124.80	1	30	34	9	24	3
3,034	do								102	30	5	9	44	1
1,849	do	1	26.58	2	31.44	106	179,821	143.17	2	30	34	9	24	4
1,854	do								101	75	54	7	84	1
106,411	do	11	38.30	8	38.30	7	151,890	103.75	209	60	1	9	34	4
		1	31.51	6	28.29	7	151,890	103.75	214	60	1	9	34	4
19,903	do		134.07	2	32.56	7	268,146	146.53	227	60	1	9	34	4
		21	26.08	22	25.86	6	158,369	126.48	1	50	84	9	04	2
		23	27.18	24	23.76	7	268,146	146.53	2	60	14	9	44	2
18,250	do	3	25.43	4	23.61	7	161,332	110.20	24	60	1	9	2	24
		1	33.06	8	26.18	7	161,332	110.20	3	50	0	9	5	4
		9	33.17	10	33.17	6	69,437	221.14	211	36	0	9	5	1

clerk of Chicago and Omaha line; 7 clerks detailed to transfer duty at Chicago; 1 clerk to transfer duty at Galesburg, Ill.; and 1 clerk to transfer duty at Burlington, Iowa; 1 clerk detailed to clerical duty and one as janitor at office of superintendent, Chicago, Ill.

¹¹ Cars run through between Chicago, Ill., and U. P. transfer, Iowa, covering Burlington and Council Bluffs, Iowa, R. P. O.

¹² Storage cars; 1 storage and 4 postal cars in reserve; five daily lines of 60-foot cars paid for over whole route.

¹³ Cars run through between Chicago, Ill., and New Orleans, La., covering Cairo, Ill., and New Orleans, La., R. P. O. One line of 50-foot cars over whole route, and two lines of 40-foot cars between Chicago and Centralia, Ill.

¹⁴ Fast mail; through run.

¹⁵ 2 helpers between Chicago and Edgewood, south on train No. 1 daily, and deadhead back on train No. 4; 3 helpers between Chicago and Champaign on trains No. 21 and No. 22, and 1 helper between Chicago and Champaign on trains No. 23 and No. 24; 1 clerk detailed as chief transfer clerk, and 6 clerks detailed to transfer

duty at Chicago, Ill.; 1 clerk detailed to transfer duty at Grand Crossing, and 1 at Cairo, Ill.; 3 clerks detailed as printers; 1 in charge of dormitory, and 1 as stenographer at office of superintendent, Chicago, Ill.; 1 vacancy on trains No. 23 and No. 24.

¹⁶ Day line between Chicago and Centralia.

¹⁷ Night line; through run.

¹⁸ Balance of route (270.50 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.

¹⁹ 1 of these cars in reserve: cars run through between Chicago, Ill., and Union Pacific transfer, Iowa. (See Cedar Rapids and Council Bluffs, Iowa, R. P. O.)

²⁰ 4 helpers on night line; Chicago to Cedar Rapids on train No. 1; deadhead back on train No. 4; 2 helpers on day line, Chicago to Cedar Rapids on train No. 3, and deadhead back on train No. 8; 3 clerks detailed to clerical duty at office of superintendent, Chicago, Ill., and 2 clerks detailed to register transfer duty at Chicago, Ill.

²¹ Whole car; one line of 50 and one line of 60 foot cars paid for between Chicago, Ill., and Cedar Rapids, Iowa.

²² Short run; Chicago to Sterling, Ill.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-offices. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Chicago, Ill., and Cincinnati, Ohio.	5	307.22	Chicago, Kankakee, Ill. (Ill. Cent.)..... Kankakee, Ill., Lafayette, Ind. (Cin., Lafayette and Chic.) Lafayette, Indianapolis, Ind. (Cleve., Cin., Chic. and St. Louis.) Indianapolis, Ind., Cincinnati, Ohio. (Cleve., Cin., and St. Louis.)	135020 (part) 135029 133005 133003	(1) 75.48 64.60 111.40
Chicago, Decatur, Ill., and St. Louis, Mo.	6	286.80	Chicago, Bement, Ill. (Wabash.) Bement, Decatur, Ill. (Wabash.).....	135006 (part) 131019 (part)	152.90 (2)
Chicago, Dunbar, Ill., and Dubuque, Iowa.	6	172.62	Decatur, Ill., St. Louis, Mo. (Wabash.) Chicago, Ill., Dubuque, Iowa. (C., St. P. and K. C.)	135023 135005	110.20 172.20
Chicago, Ill., and Evansville, Ind.	6	288.31	Chicago, Danville, Ill. (Chi. & East Ill.) Danville, Ill., Terre Haute, Ind. (Chi. & East Ill.) Terre Haute, Evansville, Ind. (Evans & Ind.)	125042 123024 123012	124.70 55.00 100
Chicago and Forreston, Ill.	6	119.10	Chicago, Aurora, Ill. (Chi., Burl., & Qcy.) Aurora, Forreston, Ill. (Chi. & Iowa).....	125007 (part) 125036	(17) 81.50
Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo.	6	458.87	Chicago, Ill., Fort Madison, Iowa, Kansas City, Mo. (Atch., Top. & S. F.)	135008	480.90
Chicago, Freeport, Ill., and Dubuque, Iowa.	6	189.72	Chicago, Freeport, Ill. (Chi. & No. West.) Freeport, Ill., Dubuque, Iowa (Ill. Cent.)	125002 125021 (part)	121.57 (12)
Chicago, Irene, Ill., and Dubuque, Iowa.	6	184.70	Chicago, Freeport, Ill. (Ill. Cent.) Freeport Ill., Dubuque, Iowa (Ill. Cent.)	125105 (part) 135021 (part)	114.40 (2)
Chicago Junction, Ohio, and Chicago, Ill.	5	279.19	Chicago Junction, Ohio, Chicago, Ill. (Balt. and Ohio).	121047 (part)	(24)
Chicago, Ill., and Kansas City, Mo.	6	489.30	Chicago, Galesburg, Ill. (Chi., Burl. and Qcy.) Galesburg, Quincy, Ill. (Chi., Burl. and Qcy.) Quincy, Ill., Cameron, Mo. (Han. and St. Joe.) Cameron, Kansas City, Mo. (Han. and St. Joe.)	125007 (part) 135010 145005 (part) 145010	(29) 100.82 170.84 55.17

¹ Covered by Chicago and Centralia R. P. O., 55.87 miles (sixth division).

² Fifty foot paid for on trains 17 and 18.

³ Day line, 4 crews, 7 clerks to crew; night line, 4 crews; 4 clerks to crew.

⁴ 2 clerks in apartment cars between Lafayette and Cincinnati. (See that line.) 1 clerk detailed to handle registered matter between Cincinnati, Ohio, post office and depots; sixth clerk of night line assists Chicago, Monon and Cincinnati night line, Indianapolis to Cincinnati, on south trips only; 1 Cincinnati post-office clerk runs to meeting point of night line daily, except Saturday and Sunday, and makes complete distribution of Cincinnati city mail; Chicago post-office clerk makes distribution of Chicago city mail on train 5, Lafayette, Ind., to Chicago, Ill. (130.80 miles).

⁵ One car in reserve.

⁶ Service performed by fourth clerk of day line daily, except Sunday, between Cincinnati and Indianapolis, one way only.

⁷ Balance of route (52.60 miles) covered by Decatur and Effingham, Ill., R. P. O., and (10.64 miles) by Shumway and Altamont, Ill., pouch service. (See Table C.)

⁸ Distance (19.50 miles) covered by Lafayette, Ind., and Quincy, Ill., R. P. O.

⁹ Reserve.

¹⁰ Cars run through between Chicago, Ill., and Minneapolis, Minn., covering Minneapolis, Minn., and Dubuque, Iowa, R. P. O. One in reserve.

¹¹ One helper on train No. 1, Chicago to Hoopston, Ill., five days each week; 2 helpers on train No. 3, Chicago to Terre Haute, and deadhead back on train No. 6.

¹² Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

¹³ Full cars.

¹⁴ East division day run Chicago, Ill., to Fort Madison, Iowa.

¹⁵ West division, day run, Fort Madison, Iowa, to Kansas City, Mo.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
19,903	July 1, 1891	18/31.12	17/31.12	7	224.885	153.61	2	28 0	9 3 $\frac{1}{2}$	4	1	6		
32,583	July 1, 1892	12/27.93	5/27.93	7	224.885		2	28 0	9 3 $\frac{1}{2}$	4	1	6		
35,168	.....do.....	18/43.12	17/45.27	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
24,396	.....do.....	12/27.44	5/33.52	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
1,592	July 1, 1891	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
13,486	July 1, 1892	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
15,536	July 1, 1891	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
2,113	.....do.....	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
7,184	July 1, 1891	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
8,184	July 1, 1892	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
6,783	.....do.....	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
166,411	July 1, 1891	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
2,681	.....do.....	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
1,918	.....do.....	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
6,878	.....do.....	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
6,837	.....do.....	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
8,447	July 1, 1891	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
6,337	.....do.....	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
21,550	July 1, 1892	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
106,411	July 1, 1891	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
18,786	.....do.....	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
16,126	.....do.....	12/30.12	5/30.12	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		
13,337	.....do.....	18/35.20	17/33	7			2	28 0	9 3 $\frac{1}{2}$	4	1	6		

¹⁰ Through run, night line.¹¹ 1 clerk detailed as chief clerk at Dubuque, Iowa, 1 to clerical duty, and 1 as porter at office of superintendent, Chicago, Ill.; 1 clerk detailed to transfer duty at Chicago, Ill., and 1 to transfer duty at Dubuque, Iowa.¹² Distance (66.80 miles) covered by Dubuque, Iowa and Mendota, Ill., R. P. O.¹³ Whole cars, 1 line of 50-foot cars paid for over whole route.¹⁴ Short run, Chicago to Rockford, Ill.¹⁵ One in reserve. One line of 40-foot cars paid for over whole route.¹⁶ Distance (66.80 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.¹⁷ Short run, Chicago to Freeport, Ill.¹⁸ Covered by Grafton and Chicago R. P. O. (271.28 miles).¹⁹ Clerks appointed Grafton and Chicago R. P. O. and shown with that line.²⁰ Distance (163 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.²¹ East division, Chicago to Quincy, 263.61 miles.²² 3 helpers on train No. 3, Chicago to Galesburg, and deadhead back on train No. 2; 2 helpers on train No. 1, Quincy, Ill., to Chillicothe, Mo., and 2 helpers on train No. 1, between Quincy, Ill., and Liberty, Mo., and deadhead back on train No. 4. 1 clerk detailed as assistant to chief clerk at Quincy, Ill., and 1 clerk detailed to clerical duty at office superintendent, Chicago, Ill.²³ Balance of route (36.75 miles) covered by Cameron, Mo., and Atchison, Kans., R. P. O.²⁴ Short run, Galesburg to Kansas City, 325.64 miles.²⁵ West division, Quincy to Kansas City, 225.24 miles.²⁶ Reserve. One line of 60-foot cars paid for between Chicago and Galesburg; one line of 50-foot and one line of 60-foot between Galesburg and Quincy, and two lines of 50-foot cars between Quincy, Ill., and Kansas City, Mo.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks register to register.	Initial and terminal stations running from east to west north to south, or northwest to southeast, with abbrevi- ated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Chicago, Ill., and Lake Geneva, Wis.	6	<i>Miles.</i> 87.09	Chicago, Elgin, Ill. (Chi. and N. W.) Elgin, Ill., Lake Geneva, Wis. (Chi. and N. W.).	135002 (part) 135004	(1) 44.68
Chicago, Ill., and Louisville, Ky.	5	323.81	Chicago, Ill., Louisville Junction (n. o.), Ky. (Louis., New Alb. and Chic.).	133008	322.40
Chicago, Ill., and McGregor, Iowa.	6	238.62	Chicago, Kittredge, Ill. (C., M. and St. P.). Kittredge, Savanna, Ill. (C., M. and St. P.). Savanna, Ill., Sabula Jct., Iowa (C., M. and St. P.). Sabula Jct., McGregor, Iowa (C., M. and St. P.).	135054 139024 (part) 143028 (part) 143012 (part) 135035	(2) (7) (7) 43.60
Chicago, Ill., and Minneapolis, Minn.	10	423.15	Chicago, Ill., Milwaukee, Wis. (C., M. and St. P.). Milwaukee, La Crosse, Wis. (C., M. and St. P.). La Crosse, Wis., Minneapolis, Minn. (C., M. and St. P.).	 139002 141013	 197.83 142.04
Chicago, Ill., Monon, Ind., and Cincinnati, Ohio.	5	309.44	Chicago, Ill., Monon, Ind. (Louis., New Alb. and Chic.). Monon, Indianapolis, Ind. (Louis., New Alb. and Chic.). Indianapolis, Ind., Hamilton, Ohio (Cin., Ham., and Ind.). Hamilton, Cincinnati, Ohio (Cin., Ham. and Dayton).	133008 (part) 133038 (part) 131024 131026 (part) 135007 (part) 135036 (part) 135073	(7) 95.62 100.13 (2) (2) (2) 333.38
Chicago, Oregon, Ill., and Minneapolis, Minn.	10	446.20	Chicago, Aurora, Ill. (C., B. and Q.) . . . Aurora, Oregon, Ill. (Chic. and Iowa) . . . Oregon, Ill., St. Paul, Minn. (C., B. and N.). St. Paul, Minneapolis, Minn. (C., B. and N.).	 (part) 135007 (part) 135036 (part) 141068	(2) (2) (2) 10.39
Chicago, Ill., and Prairie du Chien, Wis.	10	279.21	Chicago, Ill., Milwaukee, Wis. (C., M. and St. P.). Milwaukee, Prairie du Chien, Wis. (C., M. and St. P.).	135085 (2) 139001 (part)	(2) 193.60

¹ Distance (42.50 miles) covered by Chicago, Free-
port, Ill., and Dubuque, Iowa, R. P. O.

² 40 feet paid for.

³ Day line, apartment cars.

⁴ Night line, railway postal cars.

⁵ In reserve; 40 feet paid for.

⁶ Distance (116.60 miles) covered by Chicago, Sa-
vanna, Ill., and Cedar Rapids, Iowa R. P. O.

⁷ Distance (22 miles) covered by Racine, Wis.,
and Rock Island, Ill. R. P. O.

⁸ Balance of route (121.60 miles) covered by La
Crosse, Wis., and Dubuque, Iowa, R. P. O., and
(16.46 miles) by Sabula Junction and Clinton,
Iowa, pouch service. (See table C.)

⁹ Distance (3.20 miles) covered by Chicago, Sa-
vanna, Ill., and Cedar Rapids, Iowa, R. P. O.

¹⁰ Balance of distance (52.10 miles) covered by La
Crosse, Wis., and Dubuque, Iowa, R. P. O.; one
line of 40-foot cars paid for over whole route.

¹¹ Fast mail.

¹² Two lines of 60-foot cars authorized between

Chicago, Ill., and Minneapolis, Minn., running
on trains 55 and 56; one line of 60-foot cars au-
thorized between Chicago, Ill., and Minneap-
olis, Minn., running on trains 1 and 6; one
line of 40-foot cars authorized between Chi-
cago, Ill., and St. Paul, Minn., running on
trains 1 and 4; one line of 50-foot cars author-
ized between Chicago, Ill., and La Crosse,
Wis., running on trains 2 and 8.

¹³ 4 helpers between Chicago, Ill., and La Crosse,
Wis., west on No. 55 and east on No. 2; 4 help-
ers between Chicago, Ill., and Watertown,
Wis., west on No. 55 and east on No. 6; 2
helpers between Minneapolis, Minn., and
Camp Douglas, Wis., west on No. 1 and east
on No. 56; 1 helper between Chicago, Ill., and
Western Union, Wis., west on No. 5 and east
on No. 8; 1 detailed as chief clerk, and 1 as
assistant chief clerk at Chicago, Ill.; 1 as
chief clerk and 1 as assistant chief clerk at
Milwaukee, Wis.; 1 as chief clerk, 1 as assist-

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
6,878	July 1, 1891	9 27.50	10 26.12	6	54,602	174.18	1	12 2	7 5	1	1	1	1	2
432	do	47 23.75	48 28.24	6	54,602	174.18	1	12 2	7 5	1	1	1	1	
		50	60											
7,749	July 1, 1892	5 30.21	6 29.96	7	237,029	161.90	2	50 0	9 4	2	4	2	16	
		3 28.02	4 28.02	7	237,029		2	25 0	9 4	2	4	2	16	
10,243	July 1, 1891	3 27.69	2 27.77	6	149,853	119.31	2	50 0	9 4	2	4	2	8	
2,637	do	3	2				2	49 3	9 3					
4,844	do	3	2											
8,311	do	3	2											
79,466	do	55 34.80	56 34.82	117	309,745	141.05	121	60 1 1/2	9 2 1/2	6	4	12	92	
		1 32.82	6 32.47				121	60 1	9 3 1/2					
		2 30.12	4 35.92				121	60 1	9 3					
		5 29.10	2 26.80	7	309,745	141.05	121	60 1 1/2	9 3 1/2	6	5			
57,741	do		8 34				121	60 1	9 3					
			44 33.16				121	60 1	9 3					
							121	60 1	9 3					
46,754	do			117	208,297	142.28	121	60 1	9 3 1/2	4	3			
				116	178,703	142.28	121	60 1	9 3	4	1			
							121	60 1	9 3					
7,749	July 1, 1892	31 31.56	32 31.56	6	194,328	154.72	4	20 0	9 0	12	4	1	128	
		83 25.11	34 26.31	7	226,510					20	4	1		
2,204	do	31 31.56	32 31.56	6										
		33 25.11	34 26.31	7										
4,235	do	31 38.60	32 38.60	6										
		33 33.44	34 35.86	7										
13,825	July 1, 1891	31 38.60	32 38.60	6										
		33 33.44	34 35.86	7										
106,411	do	49 31.52	50 31.52	6	280,213	148.73	24	5 25 0	8 11 1/2	6	1			
							24	14 5	7 3					
2,681	do	49 28.56	50 29.70											
1,872	do	49 24.78	50 28.38											
79,466	do	9 26.10	14 22.74	6	175,343	139.60	20	1 60 1 1/2	9 2 1/2	4	2	20	15	
							1	50 1	9 3					
6,286	do	8 23.46	2 26.70	116	122,956	97.89	1	20 10	9 1	4	1			
							1	20 10	9 5					

ant chief clerk, and 2 as printers at St. Paul, Minn.; 1 as transfer clerk at Milwaukee, Wis., 1 at La Crosse, Wis., and 1 at Minneapolis, Minn.

¹² 2 in reserve.

¹³ Short run, Chicago, Ill., to La Crosse, Wis., (284.56 miles).

¹⁴ Trains 5, 8, and 44.

¹⁵ Covered by Chicago and Louisville R. P. O. (88.60 miles).

¹⁶ Day line.

¹⁷ Sixth clerk of Chicago and Cincinnati R. P. O. night line assists night line of this R. P. O., Indianapolis to Cincinnati, on south trips.

¹⁸ Night line.

¹⁹ Balance of route (59.56 miles) covered by Michigan City and Monon R. P. O.

²⁰ Covered by Detroit and Cincinnati R. P. O. (25.40 miles).

²¹ Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

²² 2 in reserve.

²³ In reserve.

²⁴ Distance (62 miles) covered by Chicago and Foreston, Ill., R. P. O.

²⁵ Distance (85.39 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.

²⁶ 1 line of 50-foot cars authorized, running between Chicago, Ill., and Prairie du Chien, Wis., on trains 9, 1, 4, and 14.

²⁷ 2 helpers between Chicago, Ill., and Milwaukee, Wis., and 1 clerk detailed as transfer clerk at Prairie du Chien, Wis.

²⁸ Balance route (1.79 miles) covered by Prairie du Chien, Wis., and North McGregor, Iowa, closed-pouch service. (See Table C.)

²⁹ Short run, Milwaukee to Prairie du Chien, Wis. (195.79 miles); clerks on this run act as helpers on Chicago, Ill., and Minneapolis, Minn., R. P. O. trains 3 and 56, between Chicago, Ill., and Milwaukee, Wis.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Chicago, Ill., Richmond, Ind., and Cincinnati, Ohio.</i>	5	300.54	Chicago, Ill., Richmond, Ind. (Pitts., Cin., Chic. and St. L.). Richmond, Ind., Cincinnati, Ohio (Pitts., Cin., Chic. and St. L.).	123009 131025	228.10 74.30
<i>Chicago, Ill., and St. Louis, Mo.</i>	6	284.70	Chicago, Ill., St. Louis, Mo. (Chi. and Alton).	125017	280.70
Chicago, Savanna, Ill., and Cedar Rapids, Iowa.	6	233.44	Chicago, Kittridge, Ill. (Chi., Mil. and St. Paul). Kittridge, Savanna, Ill. (Chi., Mil. and St. Paul). Savanna, Ill., Marion, Iowa (Chi. Mil. and St. Paul). Marion, Cedar Rapids, Iowa (Chi. Mil. and St. Paul).	125054 139024 (part) 143028 (part) 143020 (part)	116.60 (*) 89.80 (*)
Chicago and Streator, Ill.	6	97.70	Chicago, Aurora, Ill. (Chi. Burl. and Qcy.). Aurora, Streator, Ill. (Chi. Burl. and Qcy.).	125007 (part) 125012 (part)	(*) 60.56
<i>Chicago, Ill., and West Liberty, Iowa.</i>	6	221.52	Chicago, Ill., Davenport, Iowa (Chi., R. I. and Pac.). Davenport, West Liberty, Iowa (Chi., R. I. and Pac.).	135015 143014 (part)	179.17 28.81
<i>Chicago, Ill., and Winona, Minn.</i>	10	297.70	Chicago, Harvard, Ill. (C. and N. W. Ry.). Harvard, Caledonia Jct., Ill. (C. and N. W.). Caledonia Jct., Ill., Winona Jct. (n. o.), Wis. (C. and N. W.). Janesville, Evansville, Wis. (C. and N. W.). Winona Jct. (n. o.), Wis., Winona, Minn. (C. and N. W.).	123009 (part) 139011 (part) 139010 129064 123014 (part)	62.70 (*) 183.55 16.75 22.31
Chicopee and Chanute, Kans. .	7	57.27	Chicopee, Chanute, Kans. (Atch., Top. and Santa Fe).	155039 (part)	57.27
<i>Cincinnati, Ohio, and Chattanooga, Tenn.</i>	5	336.58	Cincinnati, Ohio, Chattanooga, Tenn. (Cin., New Ori. and Tex. Pac.).	129020	336.70
Cincinnati, Ohio, and Junction City, Ky. ¹	5	118.66	Cincinnati, Ohio, Junction City, Ky. (Cin., New Ori. and Tex. Pac.).	129020	(*)
Cincinnati, Ohio, and Livingston, Ky.	5	155.95	Cincinnati, Ohio, Paris, Ky. (Ky. Central). Paris, Richmond, Kentucky (Ky. Central). Richmond, Livingston, Ky. (Ky. Central).	129002 (part) 129032 129018	80.36 39.75 36.94

¹ Line of 40-foot railway post-office cars (60 feet in length) placed on night line April 19, 1892, to take place of apartment cars.

² Day line, 4 clerks, and 2 helpers between Cincinnati and meeting point.

³ 1 clerk detailed transfer clerk, Cincinnati, Ohio.

⁴ Night line; 4 crews; 2 clerks to crew.

⁵ 2 clerks detailed to clerical duty at office superintendent Chicago, Ill.; 2 clerks detailed to transfer duty and 1 to register transfer duty at Chicago, Ill.

⁶ 1 in reserve. 2 lines of 60-foot cars paid for over whole route.

⁷ Reserve.

⁸ Whole car.

⁹ 1 clerk detailed to clerical duty at office superintendent, Chicago, Ill.

¹⁰ Distance (22 miles) covered by Racine Wis., and Rock Island, Ill., R. P. O.

¹¹ Balance of route (282.04 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

¹² Distance (5.40 miles) covered by Farley and Cedar Rapids, Iowa, R. P. O.

¹³ Distance (37 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

¹⁴ Day line.

¹⁵ 2 helpers on trains No. 3 and No. 4, between Chicago and Bureau, Ill., and 1 clerk detailed as chief clerk at Des Moines, Iowa.

¹⁶ Night line.

¹⁷ Short run, Chicago to Peru, Ill., 100.66 miles.

¹⁸ Balance of route (279.09 miles) covered by West Liberty and Council Bluffs, Iowa, R. P. O.

¹⁹ Reserve cars run through between Chicago, Ill., and Union Pacific Transfer, Iowa, covering West Liberty and Council Bluffs, Iowa, R. P. O. 1 line of 50 foot and 1 line of 40-foot cars paid for over whole line.

²⁰ Balance of route covered by Fond du Lac, Wis., and Harvard, Ill., R. P. O. (114 miles) and by Ishpeming, Mich., and Chicago, Ill., R. P. O. (65.77 miles).

²¹ Day line; 7 trips per week east bound, Elroy, Wis., to Chicago, Ill.; returning on night line Saturday.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
6,349	July 1, 1893	18 32.44	19 32.16	6	188,739	150.27	2	60 0	8 7	24	1	15
5,634	do	10 28.60	2 28.11	7	219,965		2	22 6	9 1	44	2	
17,960	July 1, 1891	18 32.44	19 32.16	6								
		10 28.60	3 28.11	7								
		2 28.28	1 28.68	7	208,400	142.35	2	60 0	9 4	4	3	33
		4 27.55	3 28.22	7	208,400	142.35	3	60 0	9 4	4	4	
10,243	do	5 25.23	6 27.20	6	146,000	116.72	1	44 4	9 1	4	2	9
2,637	do	5	6				1	59 3	9 3	4	2	
4,844	do	5	6					26 0	9 3			
842	do	5	6									
106,407	do	13 37.28	14 26.89	6	61,355	195.40	1	35 3 1/2	8 9 1/2	2	1	4
1,463	do	9 27.91	10 27.26	6	61,355	195.40	1	17 6	9 0	2	1	
18,698	do	13	14									
		9	10									
		1 27.69	2 27.98	7	162,152	110.76	3	50 0	9 4	14 1/2	3	23
		3 26.85	4 27.12	7	162,152	110.76	3	50 0	9 4	14 1/2	3	
		9 27.45	10 28.76	6	63,214	201.32	1	23 0	9 5 1/2	17 1/2	1	
9,520	do	1	2				10	49 4	9 4			
8,165	do	3	4				10					
1,918	do	503 26.40	506 26.58	6	194,617	148.85	10	50 0	9 5	4	2	18
		3	6				10	50 0	9 5			
1,918	do	507 27.36	504 27	6	194,617	148.85	10	60 1	9 2	4	2	
		7	4				10	60 0	9 5			
9,227	do	541 28.92	534 28.92	6	22,375	125.40	1	12 0	7 5	1	1	
8,448	do											
6,017	do											
258	July 1, 1890	242 14.65	241 21.53	7	41,922	114.54	1	12 0	7 8	1	1	1
18,992	July 1, 1892	27 25.86	8 24.18	7	101,647	168.29	10	11 9	7 4 1/2			
		5 28.39	6 28.39	7	246,377		2	50 0	9 0	4	2	29
		1 33.87	2 33.87	7	246,377		2	50 0	9 0	4	2	
18,992	do	3 26.16	4 27.66	6	74,518	118.66	1	22 3	9 2	2	1	(24)
2,448	do	1 17.45	4 13.36	6	97,943	103.97	2	18 0	9 0	3	1	3
1,220	do	1 17.45	4 13.36	6			1	14 0	9 0			
670	do	1 17.45	4 13.36	6								

²² 2 lines of 50-foot cars authorized between Chicago, Ill., and Winona, Minn.; running on trains 3, 4, 6, 7, 503, 504, 506, and 507 (60-foot cars in use on night line).

²³ 1 helper between Chicago and Harvard, Ill.; west on night line and east on day line.

²⁴ Distance (15 miles) covered by Kenosha, Wis., and Rockford, Ill., R. P. O.

²⁵ Night lines; 7 trips per week west bound, Chicago, Ill., to Elroy, Wis., returning on day line Sunday; night line west bound and day line east bound run via Clinton and Janesville, Wis.

²⁶ In reserve.

²⁷ Short run Chicago to Harvard, Ill. (62.70 miles).

²⁸ Balance of route (4.14 miles) covered by Winona Junction (n. o.) and La Crosse, Wis.; closed-pouch service. (See Table C.)

²⁹ In reserve.

³⁰ February 1, 1892, additional service placed on trains 7 and 8 between Cincinnati and Chattanooga.

³¹ Trains 1 and 2: 4 crews, 2 clerks to crew; trains 5 and 6: 4 crews, 2 clerks to crew; 4 clerks in postal cars (not paid for) on trains 7 and 8 between Cincinnati and Chattanooga. 2 helpers on trains 7 and 8 between Cincinnati, Ohio, and Kingsville, Ky., 136.20 miles. 2 clerks in apartment cars between Cincinnati, Ohio, and Junction City, Ky. (see that line). 2 clerks detailed to clerical duty in office of superintendent. 1 clerk detailed chief clerk, Chattanooga, Tenn.; 1 clerk detailed assistant chief clerk, Chattanooga, Tenn.; 1 clerk detailed transfer clerk, Junction City, Ky.

³² Short run of the Cincinnati and Chattanooga R. P. O.

³³ Covered by Cincinnati and Chattanooga R. P. O. (117.80 miles).

³⁴ Clerks appointed to Cincinnati and Chattanooga R. P. O., and shown with that line.

³⁵ Balance of route Paris to Lexington, Ky. (19.56 miles) covered by closed-pouch service (see Table C).

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Cincinnati, Ohio, and Louisville, Ky.	5	115.52	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).	129004	(¹)
<i>Cincinnati, Ohio, and Nashville, Tenn.</i>	5	300.40	Cincinnati, Ohio, Louisville, Ky. (Louis. and Nash.).	129004	110.10
			Cincinnati Junction (n. o.), Louisville and Nashville Junction (n. o.), Ky. (Louis. and Nash.).	129017	4.50
			Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	129005	188.14
Cincinnati, Ohio, North Vernon, Ind., and Louisville, Ky.	5	132.18	Cincinnati, Ohio, North Vernon, Ind. (Ohio and Miss.).	133010	(²)
			North Vernon, Ind., Louisville, Ky. (Ohio and Miss.).	133019	57.68
<i>Cincinnati, Ohio, and St. Louis, Mo.</i>	5	342.84	Cincinnati, Ohio, East St. Louis, Ill. (Ohio and Miss.).	133010	338.90
Claremont, N. H., and Lowell, Mass.	1	104.50	Claremont, Concord, N. H. (Bos. and Me.).	102009 (part) ¹²	54.90
			Concord, Nashua, N. H. (Con. and Mont.).	102001	(¹³)
			Nashua, N. H., Lowell, Mass. (Bos. and Me.).	104016 (part) ¹⁷	(¹⁶)
Clarksburg and Sutton, W. Va.	3	70.91	Clarksburg, Weston, W. Va. (W. Va. and Pitts.).	116006	(¹⁵)
			Weston, Sutton, W. Va. (W. Va. and Pitts.).	116030	44.52
Clarinda, Iowa, and Corning, Mo.	6	46.36	Clarinda, Northborough, Iowa (Chic. Burl. and Qcy.).	143063	18.85
			Northborough, Iowa, Corning, Mo. (K. C., St. Joe and C. B.).	145046	27.81
Clarksburg and Buckhannon, W. Va.	3	42.28	Clarksburg, Weston, W. Va. (W. Va. and Pitts.).	116006	28.69
			Weston, Buckhannon, W. Va. (W. Va. and Pitts.).	116011	16.36
Clayton, Del., and Chestertown, Md.	2	82.71	Clayton, Del., Chestertown, Md. (B. and D. B.).	118012	82.53
Clayton, Del., and Easton, Md.	2	44.52	Clayton, Del., Easton, Md. (P. W. and B.).	112003 ¹⁹	44.29
<i>Cleveland and Cincinnati, O.</i>	5	263.96	Cleveland, Delaware, Ohio, Springfield, Cincinnati, Ohio (Cleve., Cin., Chic. and St. Louis).	131042 (part)	192.12
			Delaware, Columbus, Ohio (Cleve., Cin., Chic. and St. Louis).	131013	24.48
			Columbus, Springfield, Ohio (Cleve., Cin., Chic. and St. Louis).	131033	45
Cleveland, Ohio, Fort Wayne, Ind., and Chicago, Ill.	9	340.50	Cleveland, Ohio, Ft. Wayne, Ind., Chicago, Ill. (N. Y. C. and St. Louis).	131089	339.33
Cleveland, Hudson, and Columbus, Ohio.	5	170.20	Cleveland, Hudson, Ohio (Penna. Co.)...	131006 (part)	(²⁰)
			Hudson, Columbus, Ohio (Cleve., Akron and Col.).	131004	144.68

¹ Covered by Cincinnati and Nashville R. P. O. (110.10 miles).

² Clerks act as helpers Cincinnati and Nashville R. P. O. on train 3, Cincinnati to Louisville; perform service in apartment cars on trains 5, 6, and 8.

³ Clerks appointed to Cincinnati and Nashville R. P. O. and shown with that line.

⁴ Two cars in reserve.

⁵ Day line, 4 crews, 4 clerks to crew; night line 4 crews, 3 clerks to crew. 3 clerks between Cincinnati and Louisville on trains 3, 8, 5, and 6; 3 clerks between Louisville and Nashville on trains 5 and 6; these 6 clerks perform service in apartment cars (see those lines). 1 clerk detailed chief clerk, Louisville, Ky.; 1 clerk detailed assistant chief clerk, Louisville, Ky.; 2 clerks detailed transfer clerks, Louisville, Ky.; 1 clerk detailed as transfer clerk, Bowling Green, Ky.; 1 clerk detailed transfer clerk,

Nashville, Tenn.; 1 clerk detailed to clerical duty, office superintendent.

⁶ Covered by Cincinnati and St. Louis R. P. O. (72.77 miles).

⁷ Fourth clerk of Cincinnati and St. Louis R. P. O. day line acts as helper to this line on west-bound trips from Cincinnati, O., to Milan, Ind. (42.33 miles).

⁸ Fourteen cars on line between Baltimore, Md., and St. Louis, Mo. (see Baltimore and Granton R. P. O.) third division.

⁹ Fourth clerk Cincinnati and St. Louis R. P. O. day line acts as helper to Cincinnati, North Vernon and Louisville R. P. O. on west bound Cincinnati, O., to Milan, Ind. (42.33 miles; see Cincinnati, North Vernon and Louisville R. P. O.).

¹⁰ Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 5 clerks to crew; 1 clerk detailed to clerical duty, office superintendent;

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.		Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.				Average speed (miles).	Length.	Width.				
Lbs.														
29,865	July 1, 1892	3 27.52	8 26.40	7	84,561	77.01	1 15 7	9 6	3	1	(?)			
29,865	do	5 27.52	9 31.44	7	84,561	150.20	1 18 7	9 0	4	4	41			
30,469	do	3 26.61	2 27.34	7	219,893		60 0	9 1	4	3				
		1 31.11	4 31.64	7										
		3 26.61	2 27.34	7										
25,148	do	1 31.11	4 31.64	7										
		3 26.61	2 27.34	7										
29,904	do	15 32.61	16 30.09	6	83,009	132.18	2 25 3	9 4	2	1	2			
4,795	do	15 32.61	16 30.09	6										
19,318	July 1, 1888	1 33.89	2 33.89	7	250,959	171.42	(?) 60 0	9 1	4	4	38			
		3 30.12	11 430.30	7	250,959				4	5				
1,083	July 1, 1889	22 23.77	23 21.72	6	65,626	104.50	2 14 0	7 0	2	1	2			
		22 (14)	23 (14)			(?)	1 12 0	6 9						
		22 (14)	23 (14)				1 11 0	7 2						
896	July 1, 1889	4 17.76	1 17.76	6	44,531	141.82	1 20 0	8 9	1	1	1			
342	Oct. 12, 1891													
404	July 1, 1891	155 24.00	154 24.00	6	29,114	92.72	1 11 3	8 10	1	1	1			
404	do	16 25.47	15 25.47											
896	July 1, 1889	2 16.52	1 16.52	6	26,552	84.50	1 20 0	8 9	1	1	1			
327	do													
491	do	2 16.69	1 16.69	6	20,542	65.42	1 11 2	6 3	1	1	1			
634	do	285 20.62	280 27.78	6	27,959	89.04	1 10 10	6 6	1	1	1			
23,826	July 1, 1892	8 26.80	12 38.72	7	193,219	131.98	2 5 60 0	9 0	4	3	32			
		19 23.78	8 24.90	7	193,219				4	4				
30,272	do	3 26.80	12 38.72	7										
		9 23.78	8 24.90	7										
29,387	do	8 26.80	12 38.72	7										
		9 23.78	8 24.90	7										
63	do	3 24.76	4 24.03	6	213,834	170.25	2 4 20 0	9 0	4	1				
14,005	do	2 25.80	3 22.08	6	106,885	113.47	2 3 15 6	8 9	3	1	3			
1,708	do	2 34.68	3 36.16	6										

1 clerk detailed transfer clerk, Vincennes, Ind.

¹¹ Cincinnati P. O. clerk makes complete distribution of Cincinnati city mail of train 4, Washington, Ind., to Cincinnati, O. (172.55 miles), daily, except Saturday and Sunday.

¹² Balance of route covered by closed-ponch service between Claremont and Claremont Junction (n. o.), (1.64 miles; see Table C^o).

¹³ Covered by St. Albans and Boston R. P. O. (35.84 miles).

¹⁴ This clerk runs as assistant to Woodsville and Boston clerk between Concord, N. H., and Lowell, Mass.

¹⁵ Reserve cars.

¹⁶ Covered by St. Albans and Boston, R. P. O. (14.21 miles).

¹⁷ Balance of route covered by St. Albans and Boston R. P. O. (26.41 miles).

¹⁸ 26.69 miles covered by the Clarksburg and Weston R. P. O.

¹⁹ 10.62 miles Easton and Oxford covered by closed-ponch service. See Table C^o.

²⁰ Balance of route Delaware to Springfield (49.80 miles) covered by Delaware and Springfield R. P. O.

²¹ Cincinnati P. O. clerk makes complete distribution of Cincinnati city mail on train 9 from Gallon, Ohio, to Cincinnati (183.33 miles) daily except Saturday and Sunday.

²² Fifty feet paid for; one car in reserve.

²³ Day line, 4 crews, 3 clerks to crew; night line, 4 crews, 4 clerks to crew; 1 clerk detailed chief clerk, Columbus, Ohio; 1 clerk detailed to clerical duty, office superintendent; 1 clerk detailed transfer clerk, Gallon, Ohio; 1 clerk in apartment car between Columbus, Springfield and Cincinnati R. P. O. (See that line.)

²⁴ Two cars held in reserve.

²⁵ Covered by Cleveland and Pittsburg R. P. O. (25.80 miles).

²⁶ One car in reserve.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Cleveland, Ohio, and Indianapolis, Ind.</i>	5	283	Cleveland, Galion, Ohio (Cleve., Cin., Ohio and St. Louis). Galion, Ohio, and Indianapolis, Ind., (Cleve., Cin., Chic. and St. Louis).	121042 (part) 131016	(¹) 204.09
Cleveland and Marietta, Ohio ..	5	180.84	Cleveland, Zoar Station (Ohio Valley)... Valley Junction (n. o.) Marietta, Ohio (Cleve. and Marietta).	121072 121040	75.97 106.03
Cleveland and New Lisbon, Ohio.	5	91.73	Cleveland, Niles, Ohio (N. Y., Lake Erie and Western). Niles, New Lisbon, Ohio (N. Y., Lake Erie and Western).	121005 (part) 121037	(²) 34.01
Cleveland, Ohio, and Pittsburg, Pa.	5	149.76	Cleveland, Wellsville, Ohio (Penna. Co.). Wellsville, Ohio, Pittsburg, Pa. (Penna. Co.).	121006 121003 (part)	101.85 48.20
Cleveland, Tenn., and Selma, Ala.	4	195.92	Cleveland, Tenn., Selma, Ala. (E. Tenn. V. G. R. R.).	124010	263.92
<i>Cleveland and Toledo, Ohio</i>	9	113.87	Cleveland, Toledo, Ohio (L. S. and M. S.).	121095 (part)	(¹⁰)
Cleveland, Youngstown, Ohio, and Pittsburg, Pa.	5	136.30	Elyria, Millbury, Ohio (L. S. and M. S.). Cleveland, Youngstown, Ohio (N. Y., Lake Erie and Western). Youngstown, Pittsburg, Pa. (Pitta. and Lake Erie).	121007 121005 (part) 110123	(¹⁰) 86.40 67.80
Cleveland, Ohio, and Wheeling West Va. ¹¹	5	177.80	Cleveland, Elyria, Ohio (Lake Shore and Mich. Sou.). Elyria, Bridgeport, Ohio (Cleve., Lorain and Wheeling).	121095 (part) 121041 (part)	(¹⁰) 150.22
Cleveland and Zanesville, Ohio.	5	144.02	Cleveland, Canton, Ohio (Cleve. and Canton). Canton, Zanesville, Ohio (Cleve. and Canton).	121009 (part) 121092	60 85.03
Clinton and Anamosa Iowa....	6	71.80	Clinton, Anamosa, Iowa (Chic. and N. W.).	143024	72.06
Clinton and Iowa City, Iowa....	6	78.41	Clinton, Elmira (n. o.), Iowa (B., C. R. and N.). Elmira (n. o.), Iowa City, Iowa (B., C. R. and N.).	143072 143048 (part)	69.52 (¹²)
Coffeyville and Larned, Kans. ¹²	7	135.46	Coffeyville, Belleplaine, Kans. (Den., Mem. and Atl.).	155056 (part)	114.79
east div., Coffeyville to Conway Springs; west div., Conway Springs to Larned.		108.13	Belleplaine, Larned, Kans. (Den., Mem. and Atl.).	155058	123.37
Coffeyville, Kans., and Little Rock., Ark. ¹³	11	333.45	Coffeyville, Kans., Fort Smith, Ark. (K. and A. V.). Fort Smith, Little Rock, Ark. (L. Rock and Ft. Smith Ry.).	153005 147008	164.96 108.49

¹ Covered by Cleveland and Cincinnati R. P. O. (79.80 miles).² Trains 3 and 2, 4 crews, 2 clerks to crew; trains 5 and 10, 4 clerks, 2 clerks to crew.³ Previous to May 15, 1892, trains 5 and 10 run from Indianapolis to Columbus, thence to Cleveland over Springfield and Indianapolis and Cleveland and Cincinnati lines (324 miles), commencing May 15, 1892, run resumed on Cleveland and Indianapolis line proper.⁴ One car in reserve.⁵ Covered by the Cleveland, Youngstown and Pittsburg R. P. O. (57.50 miles).⁶ Clerks act as helpers to Cleveland, Youngstown and Pittsburg R. P. O. on trains 72 and 63 between Cleveland and Niles (57.50 miles) daily except Sunday.⁷ Balance of route covered by Wellsville and Bellaire R. P. O. (46.59 miles).⁸ Three helpers on trains 37 and 42 running over whole line.⁹ 1 reserve car.¹⁰ Shown in report of New York and Chicago R. P. O.¹¹ This R. P. O. runs over route 121095, Cleveland to Elyria, Ohio, thence over route 121007, Elyria to Millbury, Ohio, and thence over route 121095 to Toledo, Ohio (107.85 miles). Trains 25 and 22 run only between Elyria and Toledo, Ohio.¹² Clerks appointed to the New York and Chicago R. P. O.¹³ Balance of route (22.06 miles) covered by Salamanca and Youngstown R. P. O. (second division).¹⁴ In reserve.¹⁵ This line shown last year as Cleveland and Bellaire R. P. O. November 24, 1891, run changed to end at Wheeling, W. Va., decreasing distance 2.81 miles.¹⁶ Previous to December 27, 1891, trains of this line run to and from Cleveland via Grafton, Ohio and Cleveland, and Cincinnati line; com-

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks ap- pointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
23,526	July 1, 1892	329.20	227.68	329.20	227.68	8	177,724	141.50	2	40 0	9 6	4	2	*16
8,241	do	526.34	1031.54	526.34	1031.54	3	240,676	192.23	4	40 0	9 6	4	2	
1,819	do	329.20	227.68	329.20	227.68	8								
903	do	526.34	1031.54	526.34	1031.54	3								
8,189	do	123.94	625.82	123.94	625.82	6	113,568	120.56	1	21 0	8 8	3	1	3
583	do	339.56	220.58	339.56	220.58	6			1	25 0	9 0			
14,005	do	72.21.96	63.21.09	72.21.96	63.21.09	6	57,606	91.73	1	6 6	6 6	2	1	*2
7,100	do	336.31.48	335.23.43	336.31.48	335.23.43	6	94,050	99.84	6	20 0	9 2	9	1	*12
1,848	do	338.26	337.28.98	338.26	337.28.98	6	94,050							
141,904	July 1, 1890	342.22.41	341.23.43	342.22.41	341.23.43	7	109,625							
78,867	July 1, 1892	336.31.48	335.23.43	336.31.48	335.23.43	6								
8,189	do	338.26	337.28.98	338.26	337.28.98	6								
5,774	July 1, 1890	342.22.41	341.23.43	342.22.41	341.23.43	7								
1,848	do	324.55	424.36	324.55	424.36	7	143,418	123.96	*2	22 4	9 4	4	1	4
141,904	July 1, 1890	1121.33.43	24.26.70	1121.33.43	24.26.70	6	60,321	110.38	1	25 0	9 0			
78,867	July 1, 1892	25.30.29	22.29.39	25.30.29	22.29.39	6	67,447	107.40	1	17 7	9 2			
8,189	do	72.28.44	67.28.44	72.28.44	67.28.44	6	85,597	109.04	4	25 0	9 0	5	1	5
5,774	July 1, 1890	64.30.56	63.24.90	64.30.56	63.24.90	7	99,772		*2	18 0	9 0			
1,848	do	14.33.65	7.33.65	14.33.65	7.33.65	6								
1,848	do	20.31.02	13.28.83	20.31.02	13.28.83	7								
1,848	do	37.25.06	34.33.40	37.25.06	34.33.40	6	111,344	118.20	2	17 0	9 0	3	1	3
1,848	do	126.49	426.70	126.49	426.70	6			*1	19 0	9 0			
1,067	do	1	27.60	1	27.60	6	90,445	144.02	*2	20 0	9 0	2	1	2
782	Apr. 30, 1891	1	27.60	1	27.60	6								
636	July 1, 1891	4125.34	4225.34	4125.34	4225.34	6	45,090	143.60	1	12 2	7 5	1	1	1
296	do	(41)	13.44	(40)	13.63	6	49,241	156.82	1	13 8	9 1	1	1	1
2,082	do	(41)	13.44	(40)	13.63	6								
707	July 1, 1890	481.20.68	482.22.58	481.20.68	482.22.58	7	*171,793	135.46	1	14 11	8 5	2	1	4
906	July 1, 1891	491.16.24	492.15.83	491.16.24	492.15.83	7	*90,485	108.13	2	16 4	6 10	2	1	
477	Nov. 21, 1890	252.21.51	231.23	252.21.51	231.23	7	244,085	166.72	*1	21 5	9 3			
1,656	July 1, 1890	224.23.50	233.20.63	224.23.50	233.20.63	7	123,395	153.05	2	18 11	9 2	4	1	*78
									*1	20 0	9 1	2	1	

termining December 27, 1891, run via Elyria, Ohio and New York and Chicago R. P. O. Covered by the New York and Chicago R. P. O. (ninth division), 25.06 miles.

* Balance of route Lorain to Elyria (7.90 miles) covered by closed-pouch service (see table C*).

* One car in reserve.

* Balance of route (50.52 miles) covered by Canton and Sherodsville, R. P. O.

* Distance (8.90 miles) covered by Albert Lea, Minn., and Burlington, Iowa, R. P. O. short run.

* Reported last year as Nevada, Mo., and Winfield, Kans., and Winfield and Larned, Kans., R. P. O.'s; line extended to begin at Rich Hill, Mo., Oct. 11, 1891; curtailed to begin at Coffeyville, Kans., June 12, 1892.

* Balance of route 155056 (31.40 miles) between Chetopa and Coffeyville, Kans., covered by Topeka and Coffeyville, Kans., R. P. O.

* Based on seven times a week service, as follows:

Between Nevada, Mo., and Winfield, Kans. (201.27 miles), July 1 to October 10, 1891, 102 days; between Rich Hill, Mo., and Winfield, Kans. (222.50 miles), October 11 to November 16, 1891, 37 days; between Rich Hill, Mo., and Conway Springs, Kans. (262.31 miles), November 17, 1891, to June 11, 1892, 208 days; between Coffeyville and Conway Springs, Kans. (135.46 miles), June 12 to 30, 1892, 19 days.

* Based on seven times a week service, as follows: Between Winfield and Larned, Kans. (148.90 miles), July 1 to November 16, 1891, 139 days; between Conway Springs and Larned, Kans. (108.13 miles), November 17, 1891, to June 30, 1892, 227 days.

* September 2, 1891, service established on trains 233 and 234. This is double daily service between Little Rock and Fort Smith, Ark. (168.49 miles).

* Two helpers daily to Mulberry Grove, Ark. (141.10 miles).

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Divisions.	Distances run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Colmesneil and Trinity, Texas...	11	67.17	Colmesneil, Trinity, Texas (M., K. and T.).	150046	67.17
Colorado Springs and Aspen, Colo.	7	217.07	Colorado Springs, Aspen, Colo., (Colo. Midland).	165034	217.07
Columbia and Charleston, S. C.	4	132.77	Columbia, Charleston, S. C. (S. C. R. R.)...	120063	131.04
Columbia, Pa., and Perryville, Md.	2	43.88	Columbia, Pa., Port Deposit, Md. (Pa.) ...	110124	39.52
			Port Deposit, Md., Perryville, Md. (P., W. and B.).	113023	4.58
Columbia, Tenn., and Sheffield, Ala.	5	86.39	Columbia, Tenn., Sheffield, Ala. (Nash. and Florence).	127017	86.85
Columbus, Ga., and Albany, Ga.	4	89.61	Columbus, Albany, Ga. (Col. Southern R. R.).	121064	89.63
Columbus and Albion, Nebr...	6	43.45	Columbus, Oconee, Nebr. (Om. and Rep. Val.).	157012 (part)	(*)
			Oconee, Albion, Nebr. (Om. and Rep. Val.)	157017 (part)	34.06
Columbus, Ohio, and Charleston, W. Va.	5	197.07	Columbus, Corning, Ohio (Tol. and Ohio Central).	131068	65.12
			Corning, Gallipolis, Ohio (Kanawha and Mich.).	131088	74.69
			Point Pleasant Junction (n. o.), Ohio, Charleston, W. Va. (Kanawha and Mich.).	116010	57.07
Columbus and Cincinnati, Ohio.	5	120.14	Columbus, Cincinnati, Ohio (Pitts., Cin., Chic. and St. L.).	131014	(*)
Columbus, Nebr., and Kansas City, Mo.	6	272.08	Columbus, Nebr., Atchison, Kans. (B. and M. R. in Nebr.).	155012	223.28
			Atchison, Kans., Winthrop Jct., Mo. (Han. and St. Joe).	145030	(*)
			Winthrop Jct., Kansas City, Mo. (K. C., St. Joe and C. B.).	145006 (part)	(*)
Columbus, Ohio, and Kenova, W. Va. ¹⁰	5	139.10	Columbus, Ohio, Kenova, W. Va. (Norfolk and Western).	131051	139.91
Columbus, Midland City, and Cincinnati, Ohio.	5	116.86	Columbus, Midland City, Ohio (Col. and Cin. Midland).	131064	71.30
			Midland City, Cincinnati, Ohio (Balto. and Ohio S. W.).	131028 (part)	(19)
Columbus and Pomeroy, Ohio..	5	133	Columbus, Logan, Ohio (Col. Hook. Valley and Tol.).	131036 (part)	49.68
			Logan, Pomeroy, Ohio (Col., Hocking Valley and Tol.).	131074	83.76
Columbus and Shawnee, Ohio.	5	88.64	Columbus, Fultonham, Ohio (Col. and Eastern).	131069 (part)	55.41
			Fultonham, Buckeye Cottage, Ohio (Col. and Eastern).	131065 (part)	4.00
			Buckeye Cottage, Shawnee, Ohio (Col., Shawnee and Hocking).	131109	28.03
Columbus, Springfield, and Cincinnati, Ohio.	5	125.96	Columbus, Springfield, Ohio (Cleve., Cin., Chic. and St. L.).	131033	(*)
			Springfield, Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).	131042 (part)	(17)
Columbus, Ga., and Troy, Ala.	4	85.65	Columbus, Ga., Troy, Ala. Cent. R. R....	124008	85.65
Commerce and Sherman, Tex...	11	53.67	Commerce, Sherman, Tex. (St. L. and S. W.).	150060 (part)	53.67

¹ In reserve.² One reserve car.³ One transfer clerk, Columbia, S. C.⁴ Cars and clerks accounted for on route No. 110124.⁵ Distance (9.10 miles) covered by Norfolk and Columbus, Nebr., R. P. O.⁶ Covered by Pittsburg and Cincinnati R. P. O. (119.40 miles).⁷ Clerks appointed to Pittsburg and Cincinnati R. P. O. and shown with that line.⁸ Distance (1.5 miles) covered by Cameron, Mo., and Atchison, Kans., R. P. O.⁹ Distance (48.10 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.¹⁰ This line was formerly Columbus and Ashland R. P. O. March 15, 1892, run extended to Kenova, W. Va.¹¹ Two cars in reserve.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
246	July 1, 1890	44	18.74	43	18.74	7	49,168	134.84	1	11 0	7 3	1	1	1
1,529	May 1, 1891	{ 1 } 27	20.67	{ 24 } 4	21.34	7	158,896	144.71	3	20 0	9 0 ¹	3	1	3
2,535	July 1, 1892	20	30.49	7	31.76	7	97,187	132.77	2	21 6	9 0	2	1	2 ³
164	July 1, 1889	420	25.53	423	24.24	6	27,557	87.76	1	20 2	8 7	1	1	1
332	.....do.....	420	21.81	423	21.81	6			(⁴)	15 0	8 10	(⁴)		
603	July 1, 1892	5	24.80	6	24.80	6	54,253	172.78	1	17 8	9 0	1	1	1
198	.....do.....	1	28.57	4	16.60	6	56,275	179.22	2	8 3	7 0	1	1	1
1,501	July 1, 1890	60	26.07	{ 70 } 69	26.07	6	27,286	86.90	1	13 1 ¹	6 8 ¹	1	1	1
822	.....do.....	69	26.07	{ 70 } 69	26.07	6	27,286	86.90	1	13 1 ¹	6 8 ¹	1	1	1
1,556	July 1, 1892	2	18.00	1	23.68	6	123,760	131.38	3	20 0	9 0	3	1	3
371	July 1, 1888	2	20.26	{ 1 } 2	21.08	6								
566	July 1, 1889	2	20.26	{ 1 } 2	21.08	6								
41,141	July 1, 1892	21	39.80	46	28.08	6	75,448	120.14	2	20 0	9 0	2	1	(⁷)
.....	July 1, 1890	72	21.37	71	24.96	6	170,866	136.04	2	21 0	9 0	4	1	4
1,912	July 1, 1891	72	12	71	12									
19,037	.....do.....	72	31.60	71	35.11									
3,021	July 1, 1892	4	27.98	5	27.98	6	84,243	139.10	11	14 9	8 6	4	1	4
		2	27.98	3	25.44	6	84,243							
1,036	July 1, 1888	101	28.52	104	35.65	6	73,388	155.81	3	18 6	8 0	3	1	3
		103	35.65	108	28.52	6	73,388		1	20 0	8 2			
28,280	July 1, 1892	101	29.86	104	33.90	6								
		103	35.84	108	29.86	6								
1,816	.....do.....	30	25.40	33	25.40	6	83,524	133	2	16 0	9 6	4	1	4
		34	24.26	37	23.52	6	83,524							
1,411	.....do.....	30	35.40	33	25.40	6								
		34	24.26	37	23.52	6								
760	.....do.....	52	26.64	{ 53 } 43	26.64	6	55,666	177.28	1	14 5	7 4	1	1	1
		43	26.64	{ 53 } 43	26.64	6			1	16 10	9 0			
54	July 1, 1888	43	26.64	{ 53 } 43	26.64	6								
506	July 1, 1891	42	21	43	21	6								
29,387	July 1, 1892	11	19.26	{ 28 } 26	31.30	6	79,103	251.92	2	20 0	9 0	1	1	(¹⁷)
		26	19.26	{ 28 } 26	31.30	6								
23,826	.....do.....	23	20.43	24	20.43	6	53,787	171.30	1	12 11	9 0	1	1	1 ²
499	.....do.....	81	20.12	82	19	7	39,286	107.34	1	10 6	7 0	1	1	1
347	July 1, 1890	81	20.12	82	19	7								

¹² Covered by Grafton and Cincinnati R. P. O. (44.80 miles).¹³ Balance of route (27.07 miles) covered by Logan and Athens R. P. O.¹⁴ Balance of route Fultonham to Zanesville (12.10 miles) covered by closed-pouch service. (See Table C^o.)¹⁵ Balance of route Buckeye Cottage to Redfield (2.51 miles) covered by closed-pouch service. (See Table C^o.)¹⁶ Covered by Cleveland and Cincinnati R. P. O. (45.11 miles).¹⁷ Clerk appointed to Cleveland and Cincinnati R. P. O., and shown with that line.¹⁸ Covered by Cleveland and Cincinnati R. P. O. (80.10 miles).¹⁹ Transfer clerk Columbus, Ga.²⁰ Balance of route covered by Texarkana, Ark., and Fort Worth, Tex., R. P. O. (56.90 miles).

TABLE A^a.—Statement of railway post-offices in opera . .

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in stations.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid ^d
Concord and Peterboro, N. H. . . .	1	Miles. 45.65	Concord, Contoocook, N. H. (Bos. and Me.).	1103009 (part)	(7)
Connersville, Ind., and Cincinnati, Ohio. ¹	5	69.36	Contoocook, Peterboro, N. H. (Bos. and Me.).	102610	23.72
Conroe and Navasota, Tex.	11	45.24	Connersville, Ind., Harrison, Ohio (White Water).	131031 (part)	43.32
Cookeville and Lebanon, Tenn. . .	5	60.63	Harrison, Valley Junction (n. o.), Ohio (Cleve., Cin., Chic. and St. L.).	131071 (part)	7.75
Corbin, Ky., and East Cumberland Gap, Tenn.	3	50.43	Valley Junction (n. o.), Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).	133003 (part)	(3)
Corpus Christi and Laredo, Tex.	11	161.50	Conroe, Navasota, Tex. (G. C. and S. F.) . .	150024	45.24
Corsicana and Hillsboro, Tex. . . .	11	42.06	Cookeville, Bridges, Tenn. (Nash and Knox.).	127031	31.36
Council Bluffs, Iowa, and Kansas City, Mo.	7	195.80	Bridges, Lebanon, Tenn. (Nash and Knox.).	127029 (part)	30.20
Cranberry, N. C., and Johnson City, Tenn.	3	34.11	Corbin, Ky., Cumberland Gap, Tenn. (Louis. and Nash.).	129037 (part)	47.40
Creighton and Norfolk, Nebr. . . .	6	44.05	Cumberland Gap, East Cumberland Gap, Tenn. (Louis. & Nash.).	114051 (part)	72.40
Creston and Cumberland, Iowa . . .	6	47.29	Corpus Christi, Laredo, Tex. (Mex. Nat'l.).	150016	161.50
Creston, Iowa, and St. Joseph, Mo.	7	103.80	Corsicana, Hillsboro, Tex. (St. L. & S. W.).	150064	42.05
Cuba and Salem, Mo.	7	40.95	Kansas City, Mo., Union Pacific Transfer (n. o.), Iowa (K. City, St. Joe and Co. Bluffs).	145006	197.50
Cumberland, Md., and Elkins, W. Va.	3	114.70	Cranberry, N. C., Johnson City, Tenn. (E. Tenn. and West. N. C.).	127018	34.19
Cumberland, Md., Piedmont, W. Va.	3	33.73	Creighton, Norfolk Jct., Nebr. (Free Elk & Mo. Val.).	157018 (part)	42.74
Curwensville and Tyrone, Pa. . . .	2	47.45	Creston, Cumberland, Iowa (Chi., Burl. and Qcy.).	143041	47.44
Dallas and Kemp, Tex.	11	49.26	Creston, Iowa, Hopkins, Mo. (Chi., Burl. and Quincy).	143007	44.02
Danbury and So. Norwalk, Conn. . . .	1	23.61	St. Joseph, Hopkins, Mo. (K. City, St. Joe and Co. Bluffs).	145028	59
			Cuba Junc. (n. o.), Salem, Mo. (St. Louis and San. Fran.).	145028	40.40
			Cumberland, Md., Piedmont, W. Va. (W. Va. Central).	110019	28.18
			Piedmont, Shaw, W. Va. (W. Va. Central).	110007	10.97
			Shaw, Thomas, W. Va. (W. Va. Central).	110009 (part)	(17)
			Thomas, Elkins, W. Va. (W. Va. Central).	110027	35.65
			Cumberland, Md., Piedmont, W. Va. (Cumb. & Penna.).	113011	33.79
			Curwensville, Pa., Tyrone, Pa. (Penna.).	110035	47.48
			Dallas, Kemp, Tex. (Tex. Trunk).	150031	49.26
			Danbury, So. Norwalk, Conn. (Hous.). . . .	106013	22.43

¹ Balance of route covered by Claremont and Lowell R. P. O. (42.93 miles) and closed-pouch service between Claremont and Claremont Junction, (n. o.) (1.64 miles). (See Table C.)

² Covered by Claremont and Lowell R. P. O. (11.97 miles.)

³ This line was formerly Cambridge City and Cincinnati R. P. O. September 28, 1891, curtailed to begin at Connersville, decreasing distance 12.86 miles.

⁴ Balance of route, Beesons to Connersville (5.60 miles), covered by closed-pouch service. (See Table C.)

⁵ Covered by Chicago and Cincinnati R. P. O. (17.70 miles).

⁶ Balance of route, Bridges to Carthage (7.5 miles), covered by closed-pouch service. (See Table C.)

⁷ Balance of route (68 miles) covered by the Norton and East Cumberland Gap R. P. O.

⁸ Clerks do not run over branch route 145006, Winthrop Junction to East Atchison; distance 1.00 mile.

⁹ Kansas City, Mo., and Oxford, Nebr., R. P. O. runs over this route between Kansas City and Napier, Mo.; Columbus, Nebr., and Kansas

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,063	July 1, 1889	23	16.93	32	20.58	6	28,668	91.30	1	10 0	6 6	1	1	1
619	do													
518	July 1, 1892	26	28.88	11	28.88	6	45,513	191.74	1	12 0	7 8	1	1	1
1,002	do	26	21.78	11	25.45	6								
34,396	do	26	21.78	11	25.45	6								
207	July 1, 1890	35	9.87	36	10.05	7	33,116	90.48	1	11 3	7 3	1	1	1
248	July 1, 1892	2	14.19	1	2.98	6	38,076	121.26	1	10 3	6 0	1	1	1
501	do													
901	do	83	17.77	82	17.23	6	31,670	100.86	1	16 0	9 0	1	1	1
879	July 15, 1892													
278	July 1, 1890	2	14.35	1	13.40	7	118,218	107.66	2	12 0	6 0	3	1	3
298	do	91	18.68	92	18.02	7	30,781	84.10	1	24 0	8 0	1	1	1
19,067	July 1, 1891	228	34	129	40	7	143,326	130.53	102	44 0	9 2	3	2	115
		422	70	321	66	7	145,375	132.40	1	40 1	8 11 1/2	3	2	
									12	40 4	9 2			
298	July 1, 1892	2	10.15	1	9.42	6	37,701	68.23	1	11 7	7 4	1	1	1
461	July 1, 1890	10	24.02	9	25.17	6	27,063	88.10	1	12 2 1/2	7 2 1/2	1	1	1
314	July 1, 1891	141	10.91	140	10.31	6	29,698	94.58	1	11 11	7 0	1	1	1
3,336	do	123	30.99	132	30.99	7	75,982	103.80	1	11 3 1/2	8 10			
2,868	do	131	27.85	130	27.85	7	75,982	103.80	1	22 0	9 2	2	1	4
		129	90	11	27.56	7			1	23 0	9 2	2	1	
295	do	10	23.75	9	23.18	7								
		51	16.69	52	16.16	6	25,717	81.90	1	13 0	7 2	1	1	1
437	July 1, 1889	1	21.56	4	21.56	6	72,032	152.93	1	12 0	9 0	3	1	3
464	do	3	21.56	2	21.56	6	72,032		1	12 0	9 0			
330	do								1	8 0	7 0			
303	Aug. 5, 1889													
730	July 1, 1889	2	17.43	1	19.16	6	21,182	124.92	1	9 11	9 8	1	1	1
									1	10 5	8 8			
1,156	do	4	19.16	3	19.15	6	21,182		10	10 4	7 0			
161	July 1, 1890	1	19.58	2	18.22	6	29,799	94.90	1	20 2	9 1	1	1	1
1,443	July 1, 1889	2	14.07	1	13.43	6	30,935	96.52	1	7 2	5 4	1	1	1
		10	23.17	11	22.09	6	14,827	94.44	1	11 3	6 0	1	1	1
		28	23.56	31	21.75	6	14,827							

City, Mo., R. P. O. between Kansas City and East Atchison, Mo., and the Villisca, Iowa, and St. Joseph, Mo., R. P. O. between St. Joseph and Bigelow, Mo.

¹⁰ Authorized; 2 lines of 40-foot cars over whole route.

¹¹ Two helpers, 1 on trains 1 and 2 daily except Monday, between Kansas City and St. Joseph, Mo. (66.50 miles), and 1 on trains 3 and 4 daily except Sunday and Monday, between Kansas City and St. Joseph, Mo. (66.50 miles); 1 clerk detailed as chief clerk at St. Joseph, Mo.

¹² Cars and clerks upon trains 3 and 4 run over

route 157001 between Union Pacific Transfer (n. o.), Iowa, and Omaha, Nebr. Clerks registering at Omaha, making distance from register to register 198.60 miles.

¹³ In reserve.

¹⁴ Balance of route (11.38 miles) covered by Vredegis and Creighton, Nebr., pouch service. (See Table C.)

¹⁵ Reserve.

¹⁶ Reserve car.

¹⁷ 6.20 miles covered by closed-pouch service. (See "Thomas & Davis, W. Va.," Table C.)

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Danville and Cairo, Ill.	6	269.03	Danville, Cairo, Ill. (Cairo, Vinc. & Chi.)..	135050	269.39
Danville and Stuart, Va.	3	78.16	Danville, Stuart, Va. (Danv. & Western).	114028	78.52
Danville and Tuscola, Ill.	6	50.49	Danville, Tuscola, Ill. (Chi. & East Ill.)..	185044	51.28
Davenport, Iowa, and Leavenworth, Kans.	6	336.76	Davenport, Iowa, Leavenworth, Kans. (Chi., R. I. and Pac.).	143017	335.80
<i>Davenport, Iowa, and St. Joseph, Mo.</i>	6	316.70	Atchison Jet., Mo., Atchison, Kas. (Chi., R. I. and Pac.).	145032	29.09
Dayton and Ironton, Ohio.	5	168.40	Davenport, Iowa, Altamont, Mo. (Chi., R. I. and Pac.).	143017	(⁹)
Decatur, Ill., and Hannibal, Mo.	6	141.38	Altamont, St. Joseph Mo. (Chi., R. I. and Pac.).	145057	49.66
Decatur and Effingham, Ill.	6	83	Dayton, Ironton, Ohio (Cin., Ham. and Day.).	131054	168.84
Decherd and Columbia, Tenn. ...	5	87.16	Decatur, Bluffs, Ill. (Wabash)	131019	(⁴)
Decorah and Cedar Rapids, Iowa	6	122.06	Bluffs, Ill., Hannibal, Mo. (Wabash)	135025	50.88
Delaware and Springfield, Ohio.	5	50.73	Decatur, Bement, Ill. (Wabash)	131019	(⁹)
Delphos and Dayton, Ohio.	5	96.28	Bement, Shumway, Ill. (Wabash)	135066	52.60
Denison and Hillsboro, Tex.	11	172.50	Shumway, Effingham, Ill. (Wabash)	135083	8.45
Denison and Houston, Tex. ¹² ..	11	338.38	Decherd, Fayetteville, Tenn. (Nash., Chatt. and St. L.).	127006	40.41
Denison and Taylor, Tex. ¹³	11	258.95	Fayetteville, Columbia, Tenn. (Nash., Chatt. and St. L.).	127015	48.87
Denver, Colo., and Fort Worth, Tex. ¹⁴	11	805.50	Decorah, Cedar Rapids, Iowa (B., C. R. and N.).	143002	122.17
Denver and Georgetown, Colo. .	7	51.00	Delaware, Springfield, Ohio (Cleve., Cin., Chic. and St. L.).	¹⁰ 131042	49.80
			Delphos, Dayton, Ohio (Cin., Ham. and Day.).	(part)	
			Denison, Greenville, Tex. (M., K. and T.).	131039	95.20
			Greenville, Dallas, Tex. (M., K. and T.).	¹¹ 150017	52.52
			Dallas, Waxahachie, Tex. (M., K. and T.).	(part)	
			Waxahachie, Hillsboro, Tex. (M., K. and T.).	150055	55.15
			Denison, Houston, Tex. (H. and T. C.).	150070	32.28
			Denison, Whitesboro, Tex. (M., K. and T.).	150081	35.47
			Whitesboro', Taylor, Tex. (M., K. and T.).	150003	338.38
			Denver, Pueblo, Colo. (D., T. and Ft. W.).	¹⁴ 150022	24.90
			Pueblo, Colo., Texline, Tex. (D., T. & Ft. W.).	(part)	
			Texline, Fort Worth, Tex. (Ft. W. & D. C.).	¹⁴ 150028	234.21
			Denver, Argo Junc. (n. o.), Colo. (Un. Pac., Den. and Gulf).	165003	(¹⁵)
			Argo Junc. (n. o.), Georgetown, Colo. (Un. Pac., Den. and Gulf).	165020	(part) ¹⁵ 47.27

¹ One clerk detailed to transfer duty at Danville, Ill.² Two helpers between Fairfield, Iowa, and Atchison, Kans. The helpers perform service on trains No. 359 and No. 360, between Atchison Junction, Mo., and Atchison, Kans.³ Distance (266.09 miles) covered by Davenport, Iowa, and Leavenworth, Kans., R. P. O. One line of 40-foot cars paid for between Davenport, Iowa, and Trenton, Mo.⁴ Balance of route (15.44 miles) covered by St. Joseph and Rushville, Mo., pouch service. (See Table C^a.)⁵ Distance (90.10 miles) covered by Lafayette, Ind., and Quincy, Ill., R. P. O.⁶ Reserve.⁷ Balance of route (152.99 miles) covered by Chicago, Decatur, Ill., and St. Louis, Mo., R. P. O., and (10.84 miles) by Shumway and Altamont, Ill., pouch service. (See Table C^a.)⁸ Distance (19.50 miles) covered by Lafayette, Ind., and Quincy, Ill., R. P. O.⁹ One of these cars in reserve.¹⁰ Balance of route (192.12 miles) covered by Cleveland and Cincinnati R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,026	July 1, 1891	9	23.02	8	23.91	7	189,609	129.51	2	24 6	9 2	4	1	15
360	July 1, 1890	1	14.01	2	13.39	6	47,828	152.32	1	9 2	5 0	1	1	1
404	July 1, 1891	81	21.63	82	22.44	6	51,707	100.98	1	10 0	9 2	1	1	1
4,850	.....do.....	137	23.22	147	24.06	7	246,508	168.38	2	27 0	9 1½	4	1	16
526	.....do.....	391	24.37	396	21.93	6	18,362							
		15	24.06	16	24.36	7	231,824	158.33	1	41 4	9 4	4	2	8
4,850	July 1, 1891	25		26					1	41 2	9 4			
411	July 1, 1892	202	24.12	257	25.02	6	105,755	112.26	2	20 0	9 2	3	1	3
13,496	July 1, 1888	43		42		7	103,490	141.38	1	35 0	9 5	2	1	2
1,190	July 1, 1891	43	22.92	42	27.81				1	17 7	8 7½			
13,496	July 1, 1888	48		47					1					
1,592	July 1, 1891	85	24.29	84	24.90	6	52,124	166	2	11 5	7 0	1	1	1
244	.....do.....	85		84										
622	July 1, 1892	141		142		6	54,736	87.16	1	10 3	6 6	2	1	2
297	.....do.....	145	13.72	144	13.20	6			1	8 8	6 8			
1,293	July 1, 1891	52	25.25	51	22.53	6	76,653	122.06	3	19 10	9 1	2	1	2
23,826	July 1, 1892	37	27.12	16	29.88	6	31,858	101.46	1	12 0	7 3	1	1	1
563	.....do.....	357	19.04	302	19.04	6	60,464	96.28	2	14 2	7 7	2	1	2
1,153	July 1, 1890	11	21.12	12	22.25	7	126,270	172.50	1	17 9	9 2	2	1	2
287	.....do.....								1	17 9	9 1			
154	.....do.....													
828	May 18, 1891													
6,192	July 1, 1890	2	27.07	1	25.06	7	247,694	169.19	4	22 0	9 0	4	2	14
		4	23.07	3	25.53	7	247,694	135.35	2	22 0	9 0	5	1	
2,211	.....do.....	1	19.54	2	22.03	7	189,554	129.48	1	21 7	9 3	4	1	12
		3	22.19	4	23	7	189,554	129.48	1	21 9	9 3	4	2	
6,173	.....do.....								2	21 10	9 3			
									1	21 2	9 0			
1,958	.....do.....	1	25.28	2	25.77	7	589,626	161.90	4	34 8	8 9			
									1	24 6	9 0	10	1	13
1,805	.....do.....	101	25.07	102	24.62				1	50 8	9 3			
									1	50 1	9 1½			
2,216	.....do.....	1	26.36	1	23.61				1	50 1	9 1			
									1	12 2	6 5			
1,765	July 1, 1890	381	14.87	382	15.38	7	37,332	102	1	16 1½	7 5	1	1	1
1,529	.....do.....								1	16 3	7 5			

¹¹ Balance of route covered by Greenville and Mineola, Tex., R. P. O. (50.50 miles).¹² Double daily service.¹³ Clerk detailed to transfer service at Houston, Tex.¹⁴ Balance of route covered by Henrietta and Dallas, Tex., R. P. O. (98.58 miles).¹⁵ Henrietta and Dallas, Tex., R. P. O. also runs over this route between Whitesboro and Denton, Tex. (35.07 miles).¹⁶ 2 helpers daily to Vernon, Tex. 164 miles; 1 clerk detailed to office of superintendent.¹⁷ Pueblo and Creede, Colo., R. P. O. runs over this line between Pueblo and Cucharas, Colo. (49.70 miles) (lap service).¹⁸ 3.20 miles distance of route 165003 covered by Greeley and Denver, Colo., R. P. O.¹⁹ 4.46 miles, balance of route 165020, between Georgetown and Silver Plume, Colo., covered by closed pouch service. (See Table C-2, Georgetown and Silver Plume Railroad).

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Distance run by clerks register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Denver and Glenwood Springs, Colo. ¹	7	267.46	Denver, Pueblo, Colo. (Denver and Rio Grande). Pueblo, Leadville, Colo. (Denver and Rio Grande). Leadville, Glenwood Springs, Colo. (Denver and Rio Grande).	165001 ² (part) 165019 165018 ³ (part) 165005	120.14 162.15 95.23 152.03
Denver and Leadville, Colo....	7	152.03	Denver, Leadville, Colo. (Den., Lead. and Gun.)		
Denver, Colo., and Ogden, Utah ⁴	7	785.66	Denver, Pueblo, Colo. (Denver and Rio Grande). Pueblo, Leadville, Colo. (Denver and Rio Grande). Leadville, Glenwood Springs, Colo. (Denver and Rio Grande). Glenwood Springs, Grand Junction, Colo. (Denver and Rio Grande). Grand Junction, Colo., Ogden, Utah (Rio Grande Western).	165001 (part) 165019 165018 (part) 165042 165002	(⁵) (¹⁰) (¹¹) 121.11 329.45
Detroit, Mich., and Chicago, Ill.	9	285.50	Detroit, Jackson, Mich. (Mich. Cent.)...	137006	76.06
			Jackson, Mich., Chicago, Ill. (Mich. Cent.).	137080	210.16
Detroit, Mich., and Cincinnati, Ohio.	5	262.11	Detroit, Mich., Toledo, Ohio (Mich. Central). Toledo, Dayton, Ohio (Day. and Mich.)..	137085 131023	59.30 143.90
			Dayton, Cincinnati, Ohio (Cin., Ham. and Day.).	131026	59.10
Detroit and Grand Haven, Mich. ¹³	9	188.94	Detroit, Grand Haven, Mich. (D., G. H. and M.).	137027	188.44
Detroit, Mich., and Peru, Ind.	9	197.50	Detroit, Mich., Butler, Ind. (Wabash.... Butler, Chili, Ind. (Wabash).....	133027 133054 ¹⁴ (part)	113.76 72.46
			Chili, Peru, Ind. (Wabash).....	133040	9.98
Detroit, Grand Ledge, and Grand Rapids, Mich. ¹⁵	9	150.82	Detroit, Grand Ledge, Mich. (D., L. and N.). Grand Ledge, Grand Rapids, Mich. (D., L. and N.).	137017 ¹⁶ (part) 137079	96.90 53.95
Detroit and Grand Rapids, Mich. (¹⁷)	9	170.80	Detroit, Jackson, Mich. (Mich. Cent.).... Jackson, Grand Rapids, Mich. (Mich. Cent.)	137006 137010	(¹⁸) 94.68

Denver, Colo., and Ogden, Utah, R. P. O. also runs over this route between Denver and Glenwood Springs, Colo.

¹ Clerks do not run over branch of route 165019 between Florence and Coal Creek, Colo., distance 3 miles.

² Balance of route 165001 between Pueblo and El Moro, Colo., covered as follows: Pueblo to Cucharas (49.70 miles), by Pueblo and Creede, Colo., R. P. O.; Cucharas to El Moro, Colo. (37.41 miles), by closed pouch service. (See Table C¹).

³ In reserve.

⁴ Balance of route 165018 (41.54 miles), Glenwood Springs to Aspen, Colo., covered by closed pouch service. (See Table C¹).

⁵ One clerk detailed to transfer service, Denver, Colo.

⁶ Ogden and Salina, Utah, R. P. O. also runs over this route, between Ogden and Thistle, Utah (105.50 miles).

⁷ 120.14 miles, distance of route 165001, covered by Denver and Glenwood Springs, Colo., R. P. O.

⁸ One clerk detailed as transfer clerk at Pueblo, Colo.; one clerk detailed as assistant transfer clerk at Denver, Colo.; two helpers, between Denver and Pueblo, running outward and inward on alternate days.

⁹ 162.15 miles, all of route 165019, covered by the Denver and Glenwood Springs, Colo., R. P. O.

¹⁰ 95.23 miles, distance of route 165018 covered by Denver and Glenwood Springs, Colo., R. P. O.

¹¹ One clerk detailed as chief clerk at Detroit, Mich.; 1 clerk detailed as assistant chief clerk at Detroit, Mich.; 2 clerks detailed as transfer clerks at Detroit, Mich.; 1 clerk detailed as transfer clerk at Jackson, Mich.; 1 clerk detailed as transfer clerk at Michigan City Ind.; 4 clerks detailed to Detroit, Three Rivers, and Chicago R. P. O.; 2 clerks detailed as short stops on train 2, Chicago, Ill., to Decatur, Mich.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
4,623	May 1, 1891	325.07	4 21			7	268,981	146.98	3 4	25 9 1/2	8 11	5	1	5
6,585	do									16 0	8 11			
2,152	do													
1,881	July 1, 1890	401 16.44	402 16.44			7	111,286	101.35	1 1	15 3 1/2	7 7 1/2	3	1	4
4,623	May 1, 1891						575,103	174.59	4 1	14 0	7 6 1/2	9	1	13
6,585	do													
2,152	do	127.22	226.31			7			3	25 9 1/2	8 11			
1,611	do													
1,222	July 1, 1890	128.13	230.29			7			4 2	25 9 1/2	8 11			
27,256	July 1, 1892	328.74	226.98			6	179,294	122.47	4 1	25 9 1/2	8 11			
22,134	July 1, 1890	926.15	3233.26			7	208,986	142.75	15 3	60	9 1 1/2	4	3	48
17,804	July 1, 1892	301 27.36	304 28.63			6	164,605	131.05	15 5	50 0	9 0	17 4	2	20
12,961	do	307 28.65	302 28.65			7	191,865					16 4	3	
13,825	do	5 27.84	6 28.78			6								
4,026	do	7 28.78	28 26.97			7								
	do	5 32.22	4 32.22			6								
	do	7 26.24	28 28.55			7								
	do	13 25.48	16 26.68			6	118,654	94.47	1	25 2	9 0	4	1	18
	do	11 26.25	18 31.50			6	98,910	157.50	1	23 8	9 0	2	1	
	do								1	30 2	9 4			
	do								20 1	22 10	9 2			
1,074	do	51 28.86	26 27.83			6	124,030	131.66	1	17 11	9 4	3	1	3
71	do								1	24 4	9 3			
5,386	do	7 32.70	4 33.94			6	74,178	150.82	2	19 11	8 10	4	1	4
3,317	do	130.49	10 29.98			6	9,049	150.82						
27,256	do	7	4			6								
	do	1	10			6								
	do	23 34.05	23 30.64			6			1	50 0 1/2	9 1 1/2			
	do	15 35.35	14 31.05			6	190,472	121.32	2	15 6	9 1 1/2	5	1	20
3,241	do	103 25.12	104 31.40			6								
	do	105 33.25	102 36.46			6								

¹³ One car held in reserve.¹⁴ Shown opposite route 137006.¹⁵ Detroit P. O. clerks make complete distribution of Detroit City mail on train 306, Toledo to Detroit (59.30 miles).¹⁶ Day line 40 feet paid for; night line 40 feet paid for Detroit to Toledo, and 50 feet Toledo to Cincinnati. One car in reserve.¹⁷ Day line, 2 clerks to crew.¹⁸ Night line, 3 clerks to crew.¹⁹ Double service between Detroit and Grand Rapids, Mich., 157.50 miles, daily, except Sunday. Balance of route between Grand Rapids and Grand Haven, Mich., 31.50 miles, single service only is performed daily, except Sunday.²⁰ One car held in reserve.²¹ One clerk assigned as short-stop between Detroit and Owosso, Mich., 78.75 miles, and runs daily, except Saturday and Sunday. One clerk detailed as transfer clerk at Detroit, Mich.²² Balance of route, 21.55 miles, Chili to Logansport, Ind., covered by closed pouch service. See Table CC, fifth division.²³ This line was formerly known as the Grand Ledge and Grand Rapids R. P. O. Extended, by order of October 26, 1891, from Grand Ledge to Detroit, Mich. Increasing distances, 96.90 miles, began November 2, 1891. Additional service, established by order May 20, 1892, began May 27, 1892, giving a double service the entire length of line daily, except Sunday.²⁴ Balance of route, 63.78 miles, covered by Howard City and Grand Ledge R. P. O.²⁵ Shown opposite route 137017.²⁶ Double service between Jackson and Grand Rapids, 94.20 miles, daily, except Sunday.²⁷ Shown in report of Detroit and Chicago R. P. O.²⁸ One clerk assigned as short stop between Detroit and Jackson.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Detroit, Three Rivers, and Chicago, Ill.	9	274.49	Detroit, Jackson, Mich. (Mich. Cent.) Jackson, Niles, Mich. (Mich. Cent.) Niles, Mich., Chicago, Ill. (Mich. Cent.) ..	137006 137008 137080 (part) 137001	(1) 104.25 (1) 64.97
Detroit, Mich., and Toledo, Ohio	9	65.90	Detroit, Mich., Toledo, Ohio. (L. S. and M. S.).	149093	68.25
Des Moines and Albia, Iowa...	6	68.46	Des Moines, Albia, Iowa (Chi., Burl. and Qcy.).	148030	(7)
Des Moines and Hawarden, Iowa.	6	234.45	Des Moines, Jewell, Iowa (Chi. and N. West.). Jewell, Eagle Grove, Iowa (Chi. and N. West.). Eagle Grove, Hawarden, Iowa (Chi. and N. West.).	148030 149062 (part) 149070	(7) (11) (7)
Des Moines, Iowa, and Kansas City, Mo.	7	341.15	Harvey, Des Moines, Iowa (Wabash)... Evans, Harvey, Iowa (Wabash).....	143060 143106	43.60 10.40
			Ottumwa, Evans, Iowa (Wabash)	143105	28.53
			Ottumwa, Iowa, Moberly, Mo. (Wabash) .	145007	131.54
			Moberly, Kansas City, Mo. (Wabash)....	145004 (part)	(12) 163.30
Des Moines and Keokuk, Iowa.	6	163.08	Des Moines, Keokuk, Iowa (Chi., R. I. and Pac.).	143019	
Des Moines and Leon, Iowa....	6	187.35	Des Moines, Leon, Iowa (Des M. and Kas. City).	143084 (part)	87.94
Des Moines, Iowa, Savanna, and Kansas City, Mo.	6	229	Des Moines, Iowa, St. Joseph, Mo. (Chi., St. P. and K. C.). St. Joseph, Bee Creek (n. o.), Mo. (Atch., Top. and St. Fe). Bee Creek (n. o.), Beverly Sta., Mo. (Chi., St. P. and K. C.). Beverly Sta., Mo., Union Pac. Jct. (n. o.), Kans. (C., R. I. and Pac.). Union Pac. Jct. (n. o.), Leavenworth, Kans. (U. Pac.). Leavenworth, Menager, Kans. (K. C., Wyandotte and N. West.). Menager, Kans., Kansas City, Mo. (K. C., Wyand. and No. West.).	143103 143012 (part) 145073 143017 (part) 155013 (part) 155099 (part) 155079 (part)	159.18 (14) 23 (15) (16) (17) (18)
Des Moines and Sioux City, Iowa.	6	238.64	Des Moines, Jewell, Iowa (Chi. and No. West.). Jewell, Carnarvon, Iowa (Chi. and No. West.). Carnarvon, Onawa, Iowa (Chi. and No. West.). Onawa, Sioux City, Iowa (S. C. and Pac.).	143030 143066 143083 (part) 143039 (part)	60.01 73.68 (21) (19)
Des Moines and Winterset, Iowa.	6	42.90	Des Moines, Summerset Jct., Iowa (C., R. I. and P.). Summerset Jct., Winterset, Iowa (C., R. I. and P.).	143015 (part) 143076	16.16 27.07
Dickson and Kimmins, Tenn..	5	47.11	Dickson, Kimmins, Tenn. (Nash., Chatt. and St. L.).	127016	47.07

¹ Shown in report of Detroit and Chicago R. P. O.² Three helpers; assigned to duty on trains 4-7 and 8-5, between Kansas City, Mo., and Moulton, Iowa.³ Shown in report of Detroit and Chicago R. P. O.⁴ Cars run through between Des Moines, Iowa, and Oakes, N. Dak. See Oakes, N. Dak., and Hawarden, Iowa, R. P. O.⁵ Clerks appointed to the Detroit and Chicago R. P. O. On east bound trips these clerks act as helpers to Detroit and Chicago R. P. O. day line between Jackson and Detroit, Mich.⁶ On trip outward this clerk takes charge of registered mail. The local service is performed by the Detroit and Cincinnati day line.⁷ Distance (80.01 miles) covered by Des Moines and Sioux City, Iowa, R. P. O.⁸ In reserve.⁹ Distance (145.30 miles) covered by Tama and Hawarden, Iowa, R. P. O.¹⁰ 130.80 miles, distance on route 145004 covered by St. Louis, Moberly, and Kansas City, Mo., R. P. O.¹¹ Short run Ottumwa, Iowa, and Moberly, Mo. (131.54 miles).¹² Distance (29.40 miles) covered by Tama and Hawarden, Iowa, R. P. O.¹³ Balance of route (24.97 miles) covered by Leon, Iowa, Cainesville, Mo., pouch service. See Table C.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments. (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										<i>Ft. In.</i>	<i>Ft. In.</i>			
27,256	July 1, 1892	(11		{ 2										
2,106	.....do.....	61	23.68	{ 2	24.55	6	172,380	137.24	2	25 0	8 7½	4	1	(*)
		(11		{ 4										
5,045	.....do.....	101	28.42	130	12.08	6	41,485	131.80	1	35 4	9 4	1	1	*1
3,181	July 1, 1891	102	26.50	101	24.89	7	50,112	68.46	1	27 3½	8 9½	2	1	2
2,990	July 1, 1890	52	27.05	51	27.85	7	171,617	156.30	(*)	.....	.....	3	1	3
1,445	July 1, 1891	5	27.05	6	27.85									
2,022	.....do.....	5	27.05	6	27.85									
1,775	.....do.....	8-5	26.24	4-7	26.76	7	249,722	136.46	1	25 9	9 2	5	1	*10
1,057	June 21, 1889								1	25 7	9 3			
		2	27.69	3	25.44	6	82,607	181.54	1	19 0	9 2	2	1	
1,609	.....do.....								1	19 6	9 2			
4,603	July 1, 1891								1	25 9	9 2			
13,364	.....do.....								*1	19 6	9 2			
1,414	.....do.....	202	21.98	203	23.86	6	102,414	108.72	2	22 6	9 2	3	1	3
171	Jan. 1, 1887	1	17.76	2	20.15	6	54,855	174.70	1	9 3	7 0	1	1	1
839	July 1, 1891	2	24.44	1	24.44	7	167,628	114.50	101	6 4½	5 8			
2,208	July 1, 1889	2	17.77	1	15.48				1	25 3	8 7	4	1	4
741	May 1, 1891	2	24.64	1	24.60				1	20 6	9 5½			
4,850	July 1, 1891	2	18	1	18				1	19 9	7 5			
636	July 1, 1890	2	7.50	1	12									
178	.....do.....	2		{ 1										
691	.....do.....	2	26	{ 1	24.96									
2,990	July 1, 1891	54		{ 57										
1,685	.....do.....	13	24.30	12	23.59	6	149,885	119.32	13	24 0	9 2	4	1	*5
1,998	.....do.....	13		{ 12										
10,563	.....do.....	9	31.88	10	31.88									
1,000	.....do.....	311		{ 312										
745	.....do.....		17.75	{ 312	20.59	6	26,941	85.80	1	16 6	9 0	1	1	1
254	July 1, 1892	161	9.41	162	9.41	6	29,585	94.22	1	8 2	6 11	1	1	1
									24	6 11	6 6			

14 Reserve.

15 Distance (8.80 miles) covered by Henry, Mo., and Atchison, Kans., R. P. O.

16 Distance (3.60 miles) covered by Davenport, Iowa, and Leavenworth, Kans., R. P. O.

17 Distance (1.30 miles) covered by Leavenworth and Mittenvale, Kans., R. P. O.

18 Distance (12.40 miles) covered by Leavenworth and Manager, Kans., closed-pouch service.

19 Distance (18.00 miles) covered by Kansas City, Mo., and Beatrice, Nebr., R. P. O.

20 One of these cars in reserve.

21 1 clerk detailed as assistant to chief clerk at Des Moines, Iowa.

22 Distance (67.80 miles) covered by Carroll and Sioux City, Iowa, R. P. O.

23 Distance (37.20 miles) covered by Sioux City and Council Bluffs, Iowa, R. P. O.

24 Balance of route (6.47 miles) covered by Summerset Junction and Indianola, Iowa, pouch service. See Table C.

25 In reserve.

TABLE A.—Statement of railway post-offices in operation in

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Dodgeville, Wis., and Freeport, Ill.	10	65.97	Dodgeville, Wis., Red Oak, Ill. (Ill. Cent.). Red Oak, Freeport, Ill. (Ill. Cent.).....	135104 135103 (part)	57.40 (1)
Downingtown and Lancaster, Pa.	2	41.87	Downingtown, Pa., New Holland, Pa. (Penna.). New Holland, Pa., Conestoga Junc., Pa. (Penna.). Conestoga Junc., Pa., Lancaster, Pa. (Penna.).	110047 110205 110001 (part)	27.19 11.03 (9)
Downs and Stockton, Kans....	7	42.27	Downs, Alton, Kans. (Cent. Bch. Un. Pac.). Alton, Stockton, Kans. (Rooks County)..	155029 155047	24.12 19.07
Dresden and Morrow, Ohio....	5	149.14	Trinway, Morrow, Ohio (Cin. and Musk. Valley).	131029	143.61
Driftwood and Red Bank, Furnace, Pa.	2	109.98	Driftwood, Pa., Red Bank Furnace, Pa. (A. V.).	110076	109.97
Dubuque, Iowa, and Mendota, Ill.	6	132.39	Dubuque, Iowa, Mendota, Ill. (Ill. Cent.).	*185021 (part)	132.11
Dubuque and Sioux City, Iowa.	6	327.64	Dubuque, Sioux City, Iowa (Ill. Cent.)...	143021	323.97
Duluth, Minn., and Abbotsford, Wis.	10	203.68	Duluth, Minn., Ashland, Wis. (Nor. Pac.). Ashland, Abbotsford, Wis. (Nor. Pac.)...	139067 139017 (part)	71.00 133.10
Duluth and St. Paul, Minn....	10	152.82	Duluth, St. Paul, Minn. (St. P. and Dul.).	141007 (part)	151.83
Duluth, Minn., Spooner, Wis., and St. Paul, Minn.	10	177.51	Duluth, Minn., Mills, Wis. (C., St. P. M. and O.). Mills, Spooner, Wis. (C., St. P. M. and O.).	139051 139028 (part)	70.90 (10)
			Spooner, Hudson, Wis. (C., St. P. M. and O.).	*139028 (part)	80
			Hudson, Wis., St. Paul, Minn. (C., St. P. M. and O.).	139030 (part)	(70)
Duluth and Staples, Minn....	10	144.39	Duluth, Staples, Minn. (Nor. Pac.).....	141011	147.85
Dunkirk, N. Y., and Titusville, Pa.	2	91.41	Dunkirk, N. Y., Titusville, Pa. (D. A. V. and P.).	107019	91.27
Durand and East Saginaw, Mich.	9	39.96	East Saginaw, Durand, Mich. (C. S. and M.).	137083	39.96
Du Pont, Ga., and Gainesville, Fla.	4	11.931	Du Pont, Ga., Gainesville, Fla. (S. F. and W. Ry.).	121036	119.31
Dwight and Washington, Ill..	6	70.13	Dwight, Washington, Ill. (Chicago and Alton).	135019	70.13
East Radford and Norton, Va..	3	165.87	East Radford, Graham, Va. (Norfolk and Western). Graham, Norton, Va. (Norfolk and Western).	114033 (part) 114043	65.30 (part) 100.06
East Saginaw and Howard City, Mich.	9	81.51	East Saginaw, Alma, Mich. (D. L. and N.).	137080 (part)	33.76
East Saginaw and Port Huron, Mich.	9	91.89	Alma, Howard City, Mich. (D. L. and N.). East Saginaw, Yale, Mich. (F. and P. N.).	137041 137025	42.90 66.58
			Yale, Port Huron, Mich. (F. and P. N.)...	137087	24.68

¹ Distance (3.63 miles) covered by Madison, Wis., and Freeport, Ill., R. P. O.

² Cars and clerks shown on route 110047.

³ 1.97 miles covered by New York and Pittsburg R. P. O.

⁴ In addition to regular seven-times-a-week service there was also six-times-a-week service from January 11 to March 19, 1892, inclusive, sixty days.

⁵ Service on this line is performed by second clerks in crews of the Atchison and Lenora, Kans., R. P. O. and cars covered by same.

⁶ Clerks make two round trips daily, except Sunday.

In reserve.

⁷ Service between Brookville and Red Bank Furnace only 41.57 miles.

⁸ Balance of route (212.22 miles) covered by Mendota and Centralia, Ill., R. P. O.

⁹ Whole car.

¹⁰ One helper between Freeport and Mendota, Ill.

¹¹ Day line.

¹² One clerk detailed to transfer duty at Sioux City, Iowa.

¹³ Whole cars. One line of 40-foot cars paid for over whole route.

¹⁴ Night line.

¹⁵ Balance of route (26.71 miles) covered by Milwaukee, Wis., and Rugby Junction (n. o.), Wis. Closed-pouch service (see Table C), and

the United States on the 30th of June, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
383	July 1, 1891	33 26 94	32 26 94	6	41,429	131.94	1	15 0	7 2	1	1	1
734	.....do.....											
394	July 1, 1889	453 21 89	454 20 50	6	25,960	82.74	1	9 0	6 6	1	1	1
495	Dec. 21, 1891	453	454	6			(^c)			(^c)		
162, 738	July 1, 1890	453	454	6			(^c)			(^c)		
418	.....do.....	411 24 12	412 22 33	7	36,014	(^c)	(^c)			(^c)	(^c)	(^c)
256	.....do.....	411 22 98	412 25 43									
1, 168	July 1, 1892	11 29 82	12 26 31	6	93,660	149.11	3	16 6	8 10	4	1	4
		7 28 86	6 24 85	6	93,660		1	16 5	8 9			
774	July 1, 1889	2 18 48	1 23 93	6	69,067	151.55	1	17 6	8 6	1	1	2
		6 72 12	5 23 82	6	26,106		1	18 0	8 6	1	1	
6, 337	July 1, 1891	5 72 07	6 27 37	6	83,079	132.39	10 1	45 1	9 4	2	2	11 5
10, 546	.....do.....	4 24 42	3 24 72	6	205,757	163.82	2	50 1	9 4	14 4	2	17
		2 28 91	1 28 91	7	539,832	163.82	14 2	50 1	9 4	14 4	2	
218	.....do.....	4 22 74	3 22 54		127,911	135.78	1	25 5	9 4	8	1	3
		18	17	6			1	21 1	9 6			
8, 034	.....do.....						1	21 1	9 4			
							1	21 1	9 4			
2, 918	July 1, 1891	2 20 73	1 21 45	6	95,971	101.88	12 2	22 1	8 6	3	1	3
							1	21 2	9 5			
2, 957	.....do.....	61 25 27	62 25 56	6	111,476	118.34	1	24 7	9 3	3	1	3
							1	24 0	9 2			
2, 206	.....do.....						1	22 0	9 4			
2, 206	.....do.....											
3, 000	July 1, 1887											
763	July 1, 1891	11 27 92	12 23 34	6	90,677	144.39	2	24 6	9 2	2	1	2
							1	80 5	9 0			
945	July 1, 1889	1 24 70	4 24 15	6	57,405	134.38	1	18 0	9 0	2	1	2
							1	16 0	9 0			
1, 239	July 1, 1892	2 33 60	3 31 36	6	25,095	79.92	1	8 5	7 8	1	1	1
845	July 1, 1892	59 22 04	60 19 66	7	87,334	119.31	1	18 0	9 3	2	1	2
							1	40 0				
412	July 1, 1891	122 25 50	121 28 05	6	44,041	140.26	1	13 10	9 5	1	1	1
1, 250	July 1, 1889	13 22 79	16 21 33	6	104,169	110.58	2	22 10	8 8	3	1	3
768	Oct. 15, 1891											
1, 231	July 1, 1892											
		61 26 76	62 24 99	6	51,188	108.68	1	15 4	8 10	1	1	1
1, 123	.....do.....											
682	July 1, 1892	302 30 08	309 30 08	6	57,393	137.09	27 2	22 2	8 11	1	1	2

Chicago, Ill., Abbotsford, Wis., and Minneapolis R. P. O. (185.54 miles).

¹⁷ One in reserve.¹⁸ Distance (8.20) covered by Ashland and Eau Claire, Wis., R. P. O.¹⁹ Balance of route covered by Ashland and Eau Claire, Wis., R. P. O. (79.90 miles) and by Bayfield and Ashland Junction, Wis. Closed-pouch service (21.21 miles). (See Table C^c.)²⁰ Distance (16.60 miles) covered by St. Paul, Minn., and Elroy, Wis. R. P. O.²¹ Clerk alternates with Buffalo and Clermont clerk in Buffalo and Emporium R. P. O.²² Balance of route (9.50 miles) covered by the Bluefield and Elkhorn R. P. O.²³ Balance of route (7.20 miles), Alma to Ithaca, Mich., covered by closed-pouch service. See Table C^c.²⁴ One clerk appointed to the Ludington and Monroe R. P. O., alternates between this line and the Manistee and East Saginaw R. P. O.²⁵ Order January 5, 1892, curtailing route so as to end at Yale instead of Zion commencing July 19, 1891, for service between these points July 1 to 19, 1891. See Table C^c.²⁶ One clerk acts as relief clerk alternating between this line, Caseville and Pontiac, and Port Austin and Port Huron R. P. O.²⁷ One car held in reserve.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Easton and Hazleton, Pa. ¹	2	69.18	Easton, Pa., Penn Haven Junc., Pa. (L. V.).	110010 (part)	(²)
			Penn Haven Junc., Pa., Hazleton, Pa. (L. V.).	110016 (part)	14.80 (²)
Eatonton and Gordon, Ga.	4	38.48	Eatonton, Gordon, Ga. (Cent. R. R.)	121014	38.48
Eau Claire, Wis., and Wabasha, Minn.	10	40.40	Wabasha, Minn., Eau Claire, Wis. (C. M. and St. P.).	139047	40.27
Enfaula and Ozark, Ala.	4	59.51	Enfaula, Ozark, Ala. (Cent. R. R.)	124021	59.51
Echo and Long Island City, N. Y.	2	57.65	Echo, N. Y., Hicksville, N. Y. (Long Island).	107046	32.46
			Hicksville, N. Y., Long Island City, N. Y. (Long Island).	107045 (part)	(¹⁰)
Edmeston and Sidney, N. Y.	2	32.27	Edmeston, N. Y., Sidney, N. Y. (W. Y., O. and W.).	107101	33.29
Egan, S. Dak., and Sioux City, Iowa.	10	125.38	Egan, Sioux Falls, S. D. (C., M. and St. P.).	¹² 159008 (part)	34.91
			Sioux Falls, Elk Point, S. D. (C., M. and St. P.).	149034	70.58
			Elk Point, Sioux City, Iowa (C., M. and St. P.).	159001 (part)	(¹²)
Elmira, N. Y., and Baltimore, Md.	2	259.98	Elmira, N. Y., Williamsport, Pa. (Nor. Cent.).	110021	79.71
			Williamsport, Pa., Sunbury, Pa. (Pa.)....	110006	41.06
			Sunbury, Pa., Baltimore, Md. (Nor. Cent.).	113002	138.21
Elmira, N. Y., and Hoytville, Pa.	2	68.54	Elmira, N. Y., Hoytville, Pa.	110020	65.01
Elmira, N. Y., and Williamsport, Pa. ¹⁷	2	79.18	Elmira, N. Y., Williamsport, Pa. (Nor. Cent.).	110021	(¹⁶)
Elmira, N. Y., and Wilkesbarre, Pa. ¹⁷	2	124.12	Elmira, N. Y., Waverly, N. Y. (N. Y., L. E. and W.).	107001 (part)	(¹²)
			Waverly, N. Y., Wilkesbarre, Pa. (L. V.).	110010 (part)	(¹⁴)
Elba and Rocky Mount, Va.	3	37.26	Elba, Rocky Mount, Va. (Rich. and Dan.).	114022	37.31
Ellsworth and Burrton, Kans.	7	72.44	Ellsworth, Burrton, Kans. (St. Louis and San Fran.).	155087 (part)	72.05
Ellsworth, Wis., and St. Paul, Minn.	10	45.52	Ellsworth, River Falls Jct. (n. o.), Wis. (C., St. Paul, M. and O.).	139033	25.76
			River Falls Jct. (n. o.), Wis., St. Paul, Minn. (C., St. P., M. and O.).	139030 (part)	(¹⁰)
El Paso, Tex., and Los Angeles, Cal.	3	807.71	El Paso, Tex., Deming, N. M. (So. Pac. R. R.).	167005	88.70
			Deming, N. M., Yuma, Ariz. (So. Pac. R. R.).	168001	468.15
			Yuma, Ariz., Los Angeles, Cal. (So. Pac. R. R.).	¹⁰ 176014 (part)	249.36
Ely and Duluth, Minn.	10	118.35	Duluth, Ely, Minn. (Dul. and Ir. R.).....	141054	118.35
Emporia and Moline, Kans.	7	85.25	Emporia, Howard, Kans. (Atch., Top. and Santa Fe.).	155053	77.39
			Howard, Moline, Kans. (Atch., Top. and Santa Fe.).	155064	8.77

¹ Short run of the New York and Elmira R. P. O.² 52.50 miles covered by the New York and Elmira R. P. O.³ Service performed in New York and Elmira R. P. O.⁴ Service between Easton and Mauch Chunk only 54.10 miles.⁵ Cars and clerks accounted for on route No. 110010.⁶ 8.60 miles covered by the Hazleton and Sunbury R. P. O.⁷ In reserve.⁸ 1 reserve car.⁹ Clerk performs service on train No. 18 between Setauket and Long Island City, train No. 15 between Long Island City and Echo, train No.

32 between Echo and Westbury, train No. 31 between Westbury and Setauket.

¹⁰ 25.50 miles covered by the Greenport and New York R. P. O.¹¹ Cars and clerks accounted for on route No. 107046.¹² Balance of route (4.43 miles) covered by Lacrosse, Wis., and Woonsocket, S. Dak., R. P. O.¹³ Distance (20.52 miles) covered by Aberdeen, S. Dak., and Sioux City R. P. O.¹⁴ The Department pays for one line of 40-foot cars between Elmira and Williamsport, and for one line of 50-foot cars between Williamsport and Baltimore.¹⁵ Two clerks shown on Elmira and Williamsport R. P. O., one helper, one transfer clerk, Williamsport, Pa.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										Ft.	In.			
4,653	July 1, 1889	23 22.43	8 22.43			6	43,445	153.89	1	21 10	8 54	1	2	5
		3 26.77	12 23.71			6	43,445		2	20 0	8 54	1	1	
959	do	27 28.22	6 39.58			6	33,975		1	13 1	8 4	1	2	
		23	8			6			1	13 6	8 44	(2)		
		3	12			6			1	14 10	8 54			
188	July 1, 1892	50 11.51	51 11.51			6	24,165	76.96	1	14 7 1/2	8 54	1	1	1
719	July 1, 1891	4 24.40	3 22.22			6	31,023	98.80	1	24 8	9	1	1	1
						6			1	15 9	8			
278	July 1, 1892	23 12.82	24 14.18			6	37,366	119	1	18 5	9 3	1	1	1
						6			1	25 0	9 0	1	1	1
1,102	July 1, 1889	18 27.45	31 26.40			6	27,630	182.12	1	15 3	9 0			
		32 24.35	15 26.20			6	29,356		1	17 6	8 6	1	1	
1,562	do	18	31			6			1	18	7	(11)		
		32	15			6			(11)					
392	do	172 16.51	173 21.10			6	20,268	64.54	1	15	6 10	1	1	1
1,094	July 1, 1890	6 25.38	5 25.80			6	78,738	125.38	1	21 1	9 8	2	1	
1,205	July 1, 1891													
1,924	July 1, 1890													
7,076	July 1, 1889	16 28.36	3 25.29			7	190,805	129.99	142	60 0	8 7	4	4	1520
						7			1	60 0	8 7	(15)		
13,980	do	16 32.87	3 24			7			(15)			(15)		
18,730	do	16 30.43	3 23.65			7			(15)			(15)		
710	do	107 18.73	106 20.64			6	43,043	137.08	1	15 9	6 7	1	1	1
7,076	do	8 32.27	11 30.19			6	49,694	98.87	3	15 6	7 6	2	1	(20)
						6			3	15 0	7 6			
892	do	105 30.85	14 38.56			6	77,954	124.13	2	23 0	8 5	2	1	(25)
						6			8	20 0	8 34			
4,653	do	105 27.76	14 36.54			6			1	23 0	8 5	(20)		
						6			1	20 0	8 34			
161	do	9 12.68	10 11.38			6	23,329	74.52	1	8 8	8 4	1	1	1
842	July 1, 1890	2 15.84	1 16.47			7	53,026	144.88	1	12 0	7 2	1	1	1
366	July 1, 1891	15 22.36	28 19.26			6	27,477	109.80	1	12 7	7 9	1	1	1
6,429	do	151	152											
			16											
2,174	July 1, 1890	19 28.28	20 26.65			7	591,244	201.92	203	24 10	9 0	8	1	10
						7			2	25 0	9 0			
2,619	do	35 32.80	34 32.80			6	36,838	117.32	1	18 0	9 0	1	1	
4 737	do													
310	July 1, 1891	2 25.82	1 25.44			6	74,324	236.70	202	16 10	7 1 1/2	1	1	1
542	July 1, 1890	175 19.69	176 19.69			6	53,537	170.50	1	12 0	7 3	1	1	1
399	do													

¹⁰ Cars and clerks shown on route No. 110021.¹¹ Short run of the Elmira and Baltimore R. P. O.¹² 79.71 miles, covered by the Elmira and Baltimore R. P. O.¹³ Clerks alternate with Canandaigua and Elmira clerks.¹⁴ Clerks shown on Elmira and Baltimore R. P. O.¹⁵ Short run of the New York and Elmira R. P. O.¹⁶ 17.54 miles, covered by the New York and Dunkirk R. P. O.¹⁷ Clerks shown on New York and Elmira R. P. O.¹⁸ 105 miles, covered by the New York and Elmira R. P. O.¹⁹ Clerks accounted for on route No. 107001.²⁰ Balance of route No. 155067 (33.10 miles) between

Burton and Wichita, Kans., covered by St. Louis, Mo., and Burton, Kans., R. P. O.

²¹ Distance (19.09 miles) covered by St. Paul, Minn., and Elroy, Wis. R. P. O.²² R. P. O. runs from Ellsworth, Wis., to St. Paul, Minn.; St. Paul, Minn., to River Falls, Wis.; River Falls to Hudson, Wis., and Hudson to Ellsworth, Wis., making 12 round trips per week between River Falls and Hudson, Wis.²³ 1 reserve car, 1 clerk short run Colton to Los Angeles, Cal.; 1 clerk helper Los Angeles to Colton, Cal.²⁴ Balance of route 176014 (242.40 miles) covered by San Francisco and Los Angeles R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of routes.	Miles of route for which railroad is paid.
Erie, Butler, and Pittsburg, Pa.	2	<i>Miles.</i> 180.90	Erie, Pa., Greenville, Pa. (P. S. and L. E.). Greenville, Pa., Butler, Pa. (P. S. and L. E.). Butler, Pa., Callery, Pa. (P. and W.)..... Callery, Pa., Pittsburg, Pa. (P. and W.) ..	110208 110061 110088 (part) 110125 (part) ¹ 110044 (part) 110179 181002 (part)	63.40 58.42 13.90 (?) (?) (?) 106.51 (?) 12.92 (?)
Erie and Pittsburg, Pa	2	148	Erie, Pa., Wampum Junction, Pa. (Penna. Co.). Wampum Junction, Pa., Kenwood Junction, Pa. (Penna. Co.). Kenwood Junction, Pa., Pittsburg, Pa. (Penna. Co.).	181002 (part)	(?)
Essex Junction, Vt., and Boston, Mass.	1	241.86	Essex Junction, Bellows Falls, Vt. (Cen. Vt.). Bellows Falls, Vt., Fitchburg, Mass. (Fitch.). Fitchburg, Boston, Mass. (Fitch.).....	108003 104055 104021 (part) ¹⁷ 108003 (part) 104055 (part)	128 64.61 (?) (?) (?) (?) (?)
Essex Junction, Vt., and Boston, Mass. (short run).	1	117.18	Rutland, Bellows Falls, Vt. (Cen. Vt.).... Bellows Falls, Vt., Fitchburg, Mass. (Fitch.).	108003 (part) 104055 (part)	(?) (?) (?) (?)
Eureka and Hydesville, Cal....	8	28.98	Eureka, Hydesville, Cal. (El River and Eureka R. R.).	170044	28.98
Evansville, Ind., and Princeton, Ky.	5	100.80	Evansville, Ind., Princeton, Ky. (Ohio Valley)	128034	100.87
Evansville, Ind., and Providence, Ky.	5	72.03	Evansville, Ind., Madisonville, Ky. (Louis. and Nash.). Madisonville, Providence, Ky. (Louis. and Nash.).	185033 (part) 128881	(?) (?) 16.67
Fairbury and Nelson, Nebr....	7	51.83	Fairbury, Nelson, Nebr. (Chi., R. Island and Pac.).	155076 (part)	51.60
Fairland and Martinsville, Ind.	5	37.83	Fairland, Martinsville, Ind. (Cleve., Cin., Chic. and St. L.).	188016 (part)	37.85
Fairmont and Chester, Nebr....	6	48	Fairmont, Hebron, Nebr. (B. and M. R. in Nebr.). Hebron, Chester, Nebr. (B. and M. R. in Nebr.).	157034 157024	36.39 12.20
Fairmont and Clarksburg, W. Va.	3	38.46	Fairmont, Clarksburg, W. Va. (Monongahela).	141028	38.42
Fargo, F. Dak., and Ortonville, Minn.	10	119.62	Fargo, N. Dak., Ortonville, Minn. (C., M. and St. P.).	161008	119.62
Fargo and La Moure, N. Dak....	10	88.15	Fargo, La Moure R. P. O. (Nor. Pac.)	161005 (part)	88.10 24.52
Fargo, N. Dak., Barnesville and St. Paul, Minn.	10	248.38	Fargo, N. Dak., Barnesville, Minn. (St. P., M. and M.). Barnesville, St. Cloud, Minn. (St. P., M. and M.). St. Cloud, Minneapolis, Minn. (St. P., M. and M.). Minneapolis, St. Paul, Minn. (St. P., M. and M.).	141005 (part) 141004 (part) 141040 (part) 141006 (part) 148020	(?) (?) (?) (?) (?) (?) (?)
Farley and Cedar Rapids, Iowa.	6	57.81	Farley, Cedar Rapids, Iowa (C., M. and St. Paul).	148020	57.86

¹ Cars and clerks shown on route No. 110203.² 114.71 miles covered by Kane and Butler R. P. O. 11.80 miles, Mt. Jewett and Kane, covered by closed-pouch service. (See Table C.)³ 25.60 miles covered by Pittsburg and Akron R. P. O. (5th Div.).⁴ 6.20 miles, Wampum Junction and Homewood, covered by closed-pouch service. (See Table C.)⁵ 1 transfer clerk at Erie, Pa.⁶ Cars and clerks shown on route No. 110044.⁷ 28.35 miles covered by Pittsburg and Chicago R. P. O. (5th Div.).⁸ Reserve car.⁹ 2 clerks on short run; 1 clerk as transfer clerk, Rutland, Vt.¹⁰ Balance of route covered by Boston and Troy R. P. O. (139.32 miles).¹¹ Covered by Boston and Troy R. P. O. (49.60 miles).¹² Shown in column 17, Essex Junction and Boston R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
Lbs.								Pt. In.	Pt. In.			
660	July 1, 1889	12 23.41	125.03	6	101,045	160.90	(1)	18 4	8 8	(1)	1	2
573	do	12 17.55	117.56	6			(1)			(1)		
1,222	do	12	1	6			(1)			(1)		
1,836	do	224 28.18	221 27.31	6	92,944	118.40	2	20 0	9 0	2	1	6
2,583	do	226 27.31	223 29.11	6	92,944		2	25 0	9 0	2	1	
43,667	July 1, 1892	226	223	6			3333			3333		
		224	221	6								
		226	223	6								
4,629	July 1, 1889	58 23.71	2 25.98	6	151,888	120.93	1	17 0	9 0			
2,820	do						1	50 8	8 11	4	2	11
2,820	do						1	50 0	8 11			
2,820	do	53 29.63	2 29.63									
4,629	do	73 25.20	6 25.20	6	73,588	117.18	1	23 9	7 0	2	1	(14)
2,820	do	73 25.60	6 27.63					24 2	6 10			
1,154	July 1, 1890	218.49	1 21.58	12	83,887	107.92	1	24 6	6 10			
		421.58	8 12.49				1	15 0	8 4	1	1	1
1,004	July 1, 1892	84 20.13	83 22.36	6	62,988	100.30	1	12 0	9 0			
							1	14 6	9 0	2	1	2
9,979	July 1, 1891	69	{ 70 }	{ 6 }			(14)	13 0	9 0			
145	July 1, 1892	69	{ 70 }	{ 6 }	45,233	144.06	1	9 5	8 10	1	1	1
2,492	July 1, 1890	101 24.91	102 25.94	6	32,549	103.66	1	14 8	7 2	1	1	1
246	July 1, 1892	91 12.61	90 19.80	6	23,758	75.66	1	14 8	7 2	1	1	1
258	July 1, 1890	105	{ 106 }	{ 6 }				12 2	7 2			
235	do	105	{ 106 }	{ 6 }	30,144	96	1	7 8	7 8	1	1	1
		3 21.52	2 21.66	6	21,103	66.92	1	8 4	7 0	1	1	1
565	July 1, 1890	52 15.26	51 14.58	6	75,021	119.62	1	15 8	7 2	2	1	2
							1	14 8	7 5			
492	do	107 22.05	108 25.20	6	55,358	176.30	1	14 6	6 6			
1,810	July 1, 1891	2 26.22	1 25.50	6	152,843	121.69	2	22 4	8 10	1	1	1
6,416	do							24 7	9 1	4	1	4
2,302	do											
7,272	do											
842	July 1, 1891	173 19.27	174 16.28	6	36,304	115.62	1	18 1	7 7	1	1	1
		163 19.27	164 16.28									

¹² Covered by Essex Junction, Boston R. P. O. (52.50 miles).

¹⁴ Balance of route covered by Essex Junction and Boston R. P. O. (75.50 miles).

¹⁶ Covered by Essex Junction and Boston R. P. O. (64.61 miles).

¹⁸ In reserve.

²⁰ Covered by Nashville and St. Louis R. P. O. (50.70 miles).

²² Balance of route 155076 (115.42 miles), between Horton, Kans., and Fairbury, Nebr., covered

by S. Joseph, Mo., and Colorado Springs, Colo., R. P. O.

¹⁹ Service established Dec. 9, 1891.

²¹ Balance of route (21.84 miles) covered by La Moure and Edgeley, N. Dak., closed-pouch service. (See Table C.)

²³ Distance (143.79 miles) covered by St. Paul, Minneapolis and Minot, Minn., R. P. O.

²⁴ Distance (10.68 miles) covered by Boundary Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Farmington and Portland, Me.	1	83.69	Farmington, Leeds Jct., Me. (Me. Cen.) ..	101003	36.30
			Leeds Jct., Portland, Me. (Me. Cen.)	(part) ¹ 101005	(?)
Fayetteville, N. C., and Pregnalls, S. C.	3	179.85	Fayetteville, N. C., Bennettsville, S. C. (C., F. and G. V.).	(part) ² 118011	\$7.20
			Bennettsville, Sumter, S. C. (C., S. and N.).	(part) 120038	62.50
			Sumter, Vance, S. C. (C. S. and N.).	120034	36
			Vance, Pregnalls, S. C. (C. S. and N.).	120222	\$24.33
Fayetteville and St. Paul, Ark.	11	85.52	Fayetteville, St. Paul, Ark. (St. L. and S. F.).	(part) 147021	25.52
Fernandina and Tampa, Fla.	4	241	Fernandina, Waldo, Fla. (F., C. and P. R. R.).	123001	85
			Waldo, Wildwood, Fla. (F., C. and P. R. R.).	(part) ⁷ 123011	70.08
			Wildwood, Tampa, Fla. (F., C. and P. R. R.).	(part) ⁸ 123019	85.62
Flomaton, Ala., and Pensacola, Fla.	4	43.43	Flomaton, Ala., Pensacola, Fla. (I. and N. R. R.).	123003	43.43
Florence and Arkansas City, Kans.	7	87.47	Florence, Winfield, Kans. (Atch., Top. and Santa Fe).	155017	75.19
			Winfield, Arkansas City, Kans. (Atch., Top. and Santa Fe).	155011	(¹¹)
Florence, S. C., and Augusta, Ga.	4	164.37	Florence, Columbia, S. C. (W. C. and A. R. R.).	(part) 120002	82.37
			Columbia, S. C., Augusta, Ga. (Rich. and Dan. R. R.).	(part) 120007	(¹⁴)
Florence and Ellinwood, Kans.	7	99.09	Florence, Ellinwood, Kans. (Atch., Top. and Santa Fe).	155030	99.09
Fonda and Des Moines, Iowa.	6	115.17	Fonda, Des Moines, Iowa (Des M. and No. West.).	143046	113.76
Fond du Lac, Wis., and Harvard, Ill.	10	114	Fond du Lac, Wis., Harvard, Ill. (C. and N. W. Ry.).	(part) 139009	114
Fort Branch and Mt. Vernon, Ind.	5	38.72	Fort Branch, Mt. Vernon, Ind. (Evans. and Terre Haute).	(part) 133039	38.75
Fort Gratiot and Detroit, Mich.	9	61.34	Fort Gratiot, Detroit, Mich. (Grand Trunk).	137028	58.97
Fort Howard, Wis., and Winona, Minn.	10	215.40	Fort Howard, Wis., Winona, Minn. (Gr. B. W. and St. P.).	139027	214.49
Fort Scott, Kans., and Webb City, Mo.	7	102.30	Fort Scott, Cherokee, Kans. (K. C., Ft. S. and M.).	155008	\$37.30
			Cherokee, Pittsburg, Kans. (K. C., Ft. S. and M.).	(part) 155024	(²⁵)
			Pittsburg, Weir City Junc. (n. o.) Kans. (K. C., Ft. S. and M.).	(part) 155024	(²⁶)
			Weir City Jct. (n. o.), Weir, Kans. (K. C. Ft. S. and M.).	(part) 155043	(²⁸)
			Weir, Mackle (n. o.) Kans. (K. C., Ft. S. and M.).	(part) 155008	\$45.30
			Cherokee, Kans., Webb City, Mo. (K. C., Ft. S. and M.).	(part)	

¹ Balance of route covered by Bath and Lewiston R. P. O. (15.03 miles) and closed-pouch service between Leeds Junction and Lewiston (16.50 miles). (See Table C.)

² Covered by Skowhegan and Portland R. P. O. (46.40 miles).

³ Balance of route covered by Skowhegan and Portland R. P. O. (55.62 miles).

⁴ Balance of route (165.99 miles) covered by the Mount Airy and Wilmington R. P. O.

⁵ Line divided on Bennettsville, S. C., 1 clerk performing the service between Fayetteville and Bennettsville, and 2 clerks performing the service between Bennettsville and Pregnalls.

⁶ Balance of route (11.20 miles) covered by closed-pouch service. (See "Florence and Vance, S. C.," Table C.)

⁷ Remainder of route (70.84 miles) in Waldo and C. Keys R. P. O.

⁸ Remainder of route (26.77 miles) in Orlando and Wildwood R. P. O.

⁹ 1 reserve car.

¹⁰ Reserve car.

¹¹ 13.18 miles, distance on route 155011 covered by Newton, Kans., and Galveston, Tex. R. P. O.

¹² Every third week service is performed on this line by Florence and Ellinwood, Kans., R. R. O. clerks.

¹³ Remainder of route 110.4 miles in Wilmington and Jacksonville R. P. O.

¹⁴ Reported in Charleston and Augusta R. P. O., 81 miles.

¹⁵ Clerks on this line perform service every third

in the United States on June 30, 1892.—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,078	July 1, 1889	56	24.81	7	27.56	6	52,557	167.38	1	15 0	6 7	2	1	2
		24	25.44	67	25.44	6	52,557							
1,139	July 1, 1892	3	23.83	4	23.82	6	86,424	116	1	18 0	9 0	1	1	*3
		2	25.86	1	25.85	6	76,522	121.85	1	12 0	6 6	2	1	
650	July 1, 1892													
70	do													
239	July 1, 1890	53	10.15	54	10.93	7	26,001	71.04	1	9 5	7 2	1	1	1
123	July 1, 1892	7	23.63	8	23.33	7	176,412	120.50	1	21 9	8 9	4	1	4
733	do								1	22 0	8 9			
589	do								1	24 0	8 11			
1,623	do	5	30.70	4	30.70	6	27,274	86.86	1	14 0	9 2	1	1	1
3,797	July 1, 1890	425	26.27	424	25.58	7	64,028	124.37	101	10 0	9 0			
1,201	do								1	14 5	9 2½	1	1	1
12,618	July 1, 1892	50	27	51	32.70	7	120,318	109.58	1	23 5	8 9	3	1	3
406	do	50	28.70	51	22.80	7			1	18 8	8 5			
635	July 1, 1890	433	23.76	464	27.07	7	72,534	124.37	1	13 0½	9 3½	2	1	2
633	July 1, 1891	6	23.03	5	23.03	6	72,326	115.17	161	11 11½	7 6½			
8,165	do	544	21.71	521	24.42	6	71,592	114	1	16 5	9 0	2	1	2
283	July 1, 1892	27	10.32	26	19.37	6	24,311	77.44	171	16 0	7 4			
2,065	do	3	24.28	6	22.76	6	88,521	122.68	2	35 4	9 5	2	1	2
940	July 1, 1891	1	22.08	2	19.44	6	135,271	143.60	1	9 10	9 6	1	1	1
3,663	July 1, 1890	301	24.80	302	24.80	7	20,902	123.67	1	25 3	9 4	1	2	2
628	do	303	20.14	304	23.01	7	22,058		3	17 6	7 4	3	1	3
628	do								181	6 0	7 4			
155	do								2	25 1½	8 11½	3	1	3
2,663	do													

week, on Florence and Arkansas City, Kans., R. P. O.

* In Reserve.

† Reserve.

‡ Balance of route covered by Ishpeming, Mich., and Chicago, Ill., R. P. O. (65.77 miles) and Chicago, Ill., and Wmoma, Minn., R. P. O. (62.70 miles).

§ Double daily service: reported last year, as single daily.

|| Clerks on trains 301 and 302, do not perform service on routes 155024 and 155043, but run direct from Fort Scott, Kans., to Webb City, Mo., over route 155008, distance, register to register, 83.20 miles.

* Three clerks keep up service on all trains, all terminating between day and night lines.

† Service on trains 303 and 304 night line in operation from Nov. 14, 1891 (230 days).

‡ 15.80 miles, distance on route 155024 Cherokee to Pittsburg and back over same track to Weir City Junction (n.o.), and 3.19 miles whole distance of route 155043, covered by Arcadia and Cherryvale, Kans. R. P. O.

§ Service over this track, not yet regularly established.

|| Balance of route 155008 (98.80 miles) between Kansas City, Mo., and Fort Scott, Kans., covered by Kansas City, Mo., and Memphis, Tenn., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Fort Smith and Mansfield, Ark.	11	32.22	Fort Smith, Jenson, Ark. (St. L. and S. F.).	147019	(¹)
			Jenson, Mansfield, Ark. (St. L. and S. F.).	147024	18.30
Fort Wayne and Rushville, Ind.	5	108.43	Fort Wayne, New Castle, Indiana (Lake Erie and Western).	* 133020	88.36
			New Castle, Rushville, Ind. (Lake Erie and Western).	133042	24.85
Fort Worth and Brownwood, Tex. ²	11	148.78	Fort Worth, Dublin, Tex. (Ft. W. and R. G.).	150061	90.53
			Dublin, Comanche, Tex. (Ft. W. and R. G.).	150080	22.59
Fort Worth and Guide, Texas.	11	53.61	Comanche, Brownwood, Tex. (Ft. W.).	150083	20.66
			Fort Worth, Waxahachie, Tex. (H. and T. C.).	150082	41.51
Forest City and Iowa Falls, Iowa.	6	65.59	Waxahachie, Guide, Tex. (H. and T. C.).	150021	12.10
			Forest City, Dows, Iowa (Burl., C. R. and North.).	143057	43.95
			Dows, Iowa Falls, Iowa (Burl., C. R. and North.).	143003	(²)
Foxcroft and Newport, Me.	1	29.92	Foxcroft, Newport, Me. (Me. Cen.)	101002	23.64
Frankfort, Ind., and St. Louis, Mo.	5	247.65	Frankfort, Ind., East St. Louis R. R. Station (n. o.) Ill. (Tol., St. L. and Kan. City.)	123046	244.55
Frankfort, Mich., and Toledo, Ohio. ³	9	301.50	Frankfort, Copemish, Mich. (F. and S. E.).	187098	* 25.27
			Copemish, Mt. Pleasant, Mich. (T. A. A. and N. M.).	187065	104.30
			Mt. Pleasant, Mich., Toledo, Ohio (T. A. A. and N. M.).	187020	170.99
Fredericksburg and Orange, Va.	3	40.06	Fredericksburgh, Orange, Va. (P. P. and P.)	114020	39.48
Fremont and Lincoln, Nebr.	6	52.67	Fremont, Lincoln, Nebr. (Fre. Elk and Mo. Val.).	157037	52.69
Fresno and Portersville, Cal. ⁴	8	70.07	Fresno, Portersville, Cal. (So. Pac. R. R.).	176066	70.07
Gainesville and Social Circle, Ga.	4	52.29	Gainesville, Social Circle (G. Jeff. South. R. R.).	121084	52.29
Galesburg and Havana, Ill.	6	62.03	Galesburg, Havana, Ill. (Fulton Co. N. G.).	135097	60.40
Galva, Ill., and Burlington, Iowa.	6	85.15	Galva, Gladstone, Ill. (Chi., Burl., and Qcy.).	135070	74.46
			Gladstone, Burlington, Iowa (Chi., Burl. and Qcy.).	135007	(¹)
Garrettsan, S. Dak., and Sioux City, Iowa.	6	97.49	Garrettsan, S. D., and Sioux City, Iowa (S. C. and North.).	143109	97.44
Garrison and Butte City, Mont.	10	51.96	Garrison, Silver Bow, Mont. (Mont. Union).	163001	44.75
			Silver Bow, Butte City, Mont. (Mont. Union).	163009	8.05
Georgetown and Cincinnati, Ohio.	5	47.44	Georgetown, Columbia, Ohio (Cin., George and Ports.).	131060	42.17
			Columbia, Cincinnati, Ohio (Pitts., Cin., Chic. and St. L.).	131014	(⁴)
Georgetown, Del., and Franklin City, Va.	2	56.26	Georgetown, Del., Franklin City, Va. (F., W. and B.).	112006	54.23
Gilman and Springfield, Ill.	6	112.77	Gilman, Springfield, Ill. (Ill. Cent.)	135034	(⁴)
Girard, Kans., and Joplin, Mo.	7	89.53	Girard, Kans., Joplin, Mo. (St. Louis and San Fran.).	155020	39.53

¹ Covered by Monett, Mo., and Paris, Texas R. P. O.² Balance of route New Castle to Connersville, (25.50 miles) covered by closed-pouch service. (See Table C.)³ February 15, 1891, service extended to Brownwood, Tex., increased distance 30.66 miles.⁴ Reserve.⁵ Distance (16 miles) covered by Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O.^a One car in reserve.¹ Covered by closed-pouch service from July 1, 1891, to June 30, 1892, inclusive. See Table C.² Order May 31, 1892, extending from Copemish to Frankfort, Mich., and establishing the Frankfort and Toledo R. P. O. Began June 7, 1892. Additional service was also established on this line between Clare, Mich., and Toledo,

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.		
		Train No. outward.	Avg's speed (miles).	Train No. inward.	Avg's speed (miles).					Length.	Width.					
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>					
1,297	July 1, 1890	55	24.15	56	24.15	7	43,819	128.88	1	9	5	7	2	1	1	1
559	do	57	24.15	58	22.73	6										
840	July 1, 1892	3	24.04	2	19.66	6	68,094	108.43	1	17	8	9	5	2	1	2
528	do	5	24.04	8	19.66	6			1	10	10	7	6			
265	Nov. 12, 1890	1	21.16	2	21.16	7	104,588	142.88	2	18	0	9	2	2	1	2
744	July 1, 1892								1	9	0	10	2			
588	do															
595	July 1, 1890	44	26.80	43	26.80	7	39,243	107.22	1	17	6	8	10	1	1	1
399	July 1, 1889															
158	July 1, 1891	82	23.15	81	25.39	6	41,190	131.18	1	12	0	8	9	1	1	1
1,378	do	83		81												
399	July 1, 1889	82	27.22	81	27.22	6	18,790	119.68	1	15	9	7	1	1	1	1
197	July 1, 1888	88	27.22	85	28.54	6	18,790									
		11	31.89	12	32.60	6	155,524	123.82	5	20	0	9	0	4	1	4
319	July 1, 1892	4	24.82	7	24.69	6	174,469	150.75	1	14	7	9	1	6	1	6
		2	26.23	5	24.77	6	76,921	185.80	3	24	10	9	2			
		4	(?)	1	(?)		(?)									
		2		5												
2,802	do	4	(?)	1	(?)		(?)									
		2		5												
434	July 1, 1890	1	13.81	2	13.81	6	25,158	80.12	1	7	0	7	4	1	1	(4)
986	July 1, 1890	21	31.60	20	30.09	7	38,554	105.34	1	5	6	7	4			
									1	10	0	7	0	1	1	1
317	do	33	21.56	34	17.50		44,004	140.14	1	20	0	9	3			
275	July 1, 1892	2	13	1	13	6	32,813	104.58	1	12	0	8	9	1	1	1
									1	6	4	5	4	1	1	1
354	July 1, 1891	1	19.58	2	15.83	6	38,954	124.06	1	7	8	5	5			
									1	6	0	6	0	1	1	1
643	do	17		18												
106,411	do	17	27.61	18	26.20	6	53,474	170.30	1	19	4	8	11	1	1	1
514	July 1, 1890	4	27.80	3	29.24	6	61,223	194.98	1	21	8	9	6	1	1	1
1,719	do	4	27.90	1	26.70	7	38,035	103.92	2	15	4 1/2	9	3 1/2	1	1	1
2,298	do															
1,184	July 1, 1892	3	16.85	2	13.26	12 6	29,792	94.88	2	10	0	7	6	2	1	2
		5	16.85	4	16.85	6	29,792									
41,141	do	3	9.40	2	14.10	6										
		5	9.40	4	10.90	6										
425	July 1, 1889	485	25.84	492	26.66	6	35,331	112.52	1	11	10	6	8	1	1	1
737	July 1, 1891	1	24.16	2	25.53	6	70,819	112.77	1	11	8	7	5	2	1	2
									1	10	4	6	10			
454	July 1, 1890	72	19	73	19	7	28,936	79.06	1	12	0	7	2	1	1	1

Ohio, 185.80 miles, by order October 29, 1891, commencing November 3, 1891, and giving double service between those points daily, except Sunday.

* Shown opposite route 137098.

12 New service established September 6, 1891.

11 Distance (9.49 miles) covered by Chicago, Ill., and Burlington, Iowa, R. P. O.

13 Clerks make two round trips daily, except Sunday.

12 Cars are dropped and received at Columbia; no local work done between Cincinnati and Columbia.

14 Covered by Pittsburg and Cincinnati R. P. O. (4.70 miles).

15 24.11 miles covered by Harrington and Lewes R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Goldsboro and Greensboro, N. C.	3	130.01	Goldsboro, Greensboro, N. C. (Rich. and Dan.).	118004	129.75
Goldsboro and Morehead City, N. C.	3	94.93	Goldsboro, Morehead City, N. C. (At. and N. C.).	118005	93.91
Grafton and Belington, W. Va.	3	41.84	Grafton, Belington, W. Va. (Grafton and Green.).	118012	41.64
Grafton, W. Va., and Chicago, Ill.	5	565.78	Grafton, W. Va., Bellaire, Ohio (Balto. and Ohio). Bellaire, Newark, Ohio (Balto. and Ohio). Newark, Chicago, Ohio (Balto. and Ohio). Chicago, Ohio, Chicago, Ill. (Balto. and Ohio).	* 118003 (part) * 181001 (part) 131010 (part) 131047 (part)	1.83 103.82 (?) 271.23
Grafton, W. Va., and Cincinnati, Ohio.	5	299.71	Grafton, Parkersburg, W. Va. (Balto. and Ohio). Parkersburg, Cincinnati, Ohio (Balto. and Ohio S. W.).	118002 (C) 131028	(C) 195.30
Grafton and Parkersburg, W. Va.	3	104.54	Grafton, Parkersburg, W. Va. (Balto. and Ohio).	118002	103.80
Grafton and Wheeling, W. Va.	3	99.44	Grafton, Benwood Junction (n. o.) W. Va. (Balto. and Ohio). Benwood Junction (n. o.), Wheeling, W. Va. (Balto. and Ohio).	118003 (part) 118015	* 94.80 4.94
Grandin and Willow Springs, Mo.	7	80.72	Willow Springs, Grandin, Mo. (Current River).	145006	80.72
Grand Rapids, Mich., and Elkhart, Ind. ¹²	9	115.02	Grand Rapids, White Pigeon, Mich. (L. S. and M. S.). White Pigeon, Mich., Elkhart, Ind. (L. S. and M. S.).	127004 181005 (part)	96.35 (14)
Grand Rapids, Mich., and La Crosse, Ind. ¹³	9	154.54	Grand Rapids, Mich., La Crosse, Ind. (O. and W. M.).	137021	154.18
Grand Rapids, Mich., and Richmond, Ind.	5	234.02	Grand Rapids, Mich., Ft. Wayne, Ind. (Grand Rap. and Ind.). Fort Wayne, Richmond, Ind. (Grand Rap. and Ind.).	137018 (part) 123021	(17) 92.34
Great Bend and Selkirk, Kans.	7	155.43	Great Bend, Selkirk, Kans. (Atch., Top. and Santa Fé).	155059	155.43
Greeley and Denver, Colo.	7	199.83	Greeley, Fort Collins, Colo. (Union Pac., Den. and Gulf). Denver, Fort Collins, Colo. (Un. Pac., Den. and Gulf).	165027 (part) 165003	* 24.84 75.60
Greenport and New York, N. Y.	2	94.27	Greenport, N. Y., Long Island City, N. Y. (Long Island).	107045	94.71
Greensboro and Wilkesboro, N. C.	3	104.60	Greensboro, Winston, N. C. (Rich. and Dan.). Winston, Wilkesboro, N. C. (Rich. and Dan.).	118012 118014	23.79 13.50

¹ Helper between Greensboro and Raleigh, N. C.² This is the distance from Benwood, W. Va., to Bellaire, Ohio; for balance of route Baltimore, Md., to Benwood, W. Va., see third division report.³ Clerks run from Newark, Ohio, to Grafton, W. Va., Grafton, W. Va., to Chicago, Ill., Chicago, Ill., to Newark, Ohio, beginning and ending runs at Newark. This line, together with Sandusky, Wheeling and Pittsburgh R. P. O., Grafton and Wheeling R. P. O., Chicago Junction and Chicago R. P. O., makes double daily service between Grafton, W. Va., and Chicago, Ill.⁴ Postal cars on trains 5 and 6 run through between Baltimore, Md., and Chicago, Ill.⁵ Four helpers running between Chicago Junction, Ohio, and Grafton W. Va. (291.30 miles), 6 days on and 6 days off. Four clerks in apart-

ment cars between Chicago Junction, Ohio, and Chicago, Ill. (see that line); 1 clerk detailed transfer clerk, Newark, Ohio; 1 clerk detailed transfer clerk, Shelby, Ohio.

⁶ Balance of route, Newark to Columbus, Ohio (83.10 miles), covered by closed pouch service. (See table C^a.)⁷ Covered by Sandusky, Wheeling and Pittsburgh R. P. O. (82.04 miles).⁸ Covered by Grafton and Parkersburg R. P. O. (third division), 103.80 miles.⁹ Fourteen cars on the line between Baltimore, Md., and St. Louis, Mo. For full equipment see Baltimore and Grafton R. P. O., in third division report.¹⁰ Day line, 4 crews, 3 clerks to crew; night line, 4 crews, 4 clerks to crew; 4 clerks running in apartment cars between Parkersburg, W. Va., and Cincinnati, Ohio. Third clerk of Grafton

In the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks & crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.	July 1, 1892	9	21.61	10	23.07	7	95,167	130.01	2	<i>20</i> 0	<i>8</i> 8	2	1	13
895	do	51	22.68	50	21	6	59,616	94.98	1	13 8	8 8	2	1	2
400	July 1, 1892	1	12.48	2	12.80	6	26,276	83.68	1	13 4	8 9	1	1	1
34,770	do	3	32.98	6	33.24	7	414,151	141.44	6	<i>60</i> 0	<i>9</i> 1	8	3	34
19,517	July 1, 1892	5	32.93	6	33.24	7								
19,588	do	5	32.93	6	33.24	7								
21,550	do	5	32.93	6	33.24	7								
31,239	July 1, 1892	1	32.76	2	29.64	7	219,388	149.85	(*)	<i>60</i> 0	<i>9</i> 1	4	3	37
38,260	July 1, 1892	3	29.64	4	28.29	7	219,388					4	4	
31,239	July 1, 1892	1	33.96	2	33.48	7								
31,239	July 1, 1892	3	31.24	4	30.81	7								
34,770	do	647	23.54	646	22.28	6	65,651	104.54	1	20 10	8 10	2	1	2
4,471	do	3	24.81	4	23.35	7	72,790	99.44	1	17 10	8 7	2	1	2
307	July 1, 1892	2		1		6								
2,597	July 1, 1892	1	27.71	2	27.06	6	50,692	115.66	1	18 1 1/2	8 10 1/2	2	1	2
3,088	July 1, 1892	3	27.06	4	27.06	6	144,465	230.04	{	1 15 0	9 1	4	1	4
		1		2		6			{	1 16 2	9 1			
		2		1		6								
3,088	July 1, 1892	2		1		6	97,051	103.02	2	20 4	9 0	3	1	3
2,542	July 1, 1892	1				6			1	14 10	8 10			
1,906	July 1, 1892	2	25.17	3	25.17	6	146,965	117.01	1	18 9	9 0	4	1	4
87	Dec. 5, 1890	357	18.28	358	16.36	6	97,610	155.43	1	20 9	9 3	2	1	2
995	July 1, 1892	(243)	24.47	(323)	26.62	7	73,076	99.83	1	21 0	9 3 1/2	2	1	2
1,765	do	(324)		(344)					1	24 1	9 4	2	1	2
2,102	July 1, 1892	22	26.93	25	26.06	6	62,342	125.69	1	20 0	8 8	2	1	14
1,366	July 1, 1892	84	24.27	9	24.58	6	62,342		1	18 0	8 8	1	1	
285	do	33	23.36	34	20.30	6	65,689	133.70	1	20 8	9 1	2	1	2
		35	21.59	32	28.79	7	21,301		1	8 0	7 0			

and Cincinnati day line assists, Cincinnati to Parkersburg, on east trips. Four clerks detailed transfer clerks, Cincinnati, Ohio; 1 clerk detailed clerical duty, office superintendent.

11 Balance of route, 293.70 miles, covered by the Baltimore and Grafton R. P. O., and 1.83 miles, Benwood Junction (n. o.), W. Va., to Bellaire, Ohio, covered by the Grafton and Chicago R. P. O.

12 Three days of every nine, one clerk of this line acts as helper in the Kansas City, Mo., and Memphis, Tenn., R. P. O. between Willow Springs, Mo., and Hoxie, Ark. (104.80 miles)

13 Double service daily except Sunday.

14 Shown in report of New York and Chicago R. P. O.

15 Service performed on this line is south from Grand Rapids, Mich., to La Crosse, Ind., and return the same day as far as New Buffalo,

going north from that point to Grand Rapids, Mich., the next morning.

16 Held in reserve.

17 Covered by Cadillac and Fort Wayne R. P. O. (ninth division), 142.83 miles.

18 One car in reserve.

19 Clerks double 1.90 miles of route 165003 between Boulder Junction and Boulder, Colo., each trip.

20 14.39 miles balance of route 165,027, Ft. Collins to Stout, Colo., covered by closed pouch service (see Table C), Ft. Collins and Stout R. R.

21 One clerk detailed for duty in lobby of New York post-office dispatching a. m. mails.

22 Six round trips per week between Greensboro and Wilkesboro, 104.60 miles.

23 Reserve car.

24 Seven round trips per week between Greensboro and Winston, 29.10 miles.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Greenville and Bangor, Me.....	1	91.03	Greenville, Oldtown, Me. (Bang. and Piscat.). Oldtown, Bangor, Me. (Me. Cen.)	101014 101012 (part) ⁴	76.66 (⁵)
Greenville and Columbia, S. C. .	4	144.50	Greenville, Columbia, S. C. (S. & W.) ..	120001	143.50
Greenville and Columbia, Ga. . .	4	50.78	Greenville, Columbia, Ga. (Cent. R. R.) . .	121024	50.78
Greenville and Laurens, S. C. . .	4	37.48	Greenville, Laurens, S. C. (Cent. R. R.) . .	120024	37.18
Greenville and Mineola, Tex. . .	11	50.50	Greenville, Mineola, Tex. (M. K. & T.) . .	150017 (part)	50.50 (⁵)
Greenville and Walhalla, S. C. .	4	70.16	Belton, Walhalla, S. C. (Rich. and Dan. R. R.). Greenwood, Jackson, Miss. (Ill. Cent. R. R.).	12001 120016	44.33 100.46
Greenwood and Jackson, Miss. .	4	100.46	Sterling Forest, N. Y., Jersey City, N. J. (N. Y. and G. L.).	106034	74.54
Greenwood Lake and New York, N. Y. .	2	45.63	Greenup, Webbville, Ky. (East Ky.) . . .	120018	37.60
Greenup and Webbville, Ky. . .	5	36.82	Greycourt, N. Y., Belvidere, N. J. (L. and H. R.).	106052	63.36
Greycourt, N. Y., and Phillipsburg, N. J. .	2	77.28	Griffin, Columbus, Ga. (Ga. Mid. and Gulf)	*121051 (part)	80.25
Griffin and Columbus, Ga.	4	80.50	Gurdon, Camden, Ark. (St. L., I. M. & S.). Camden, Eldorado, Ark. (Camden and Alexandria Ry.).	147010 147031	34.60 33.25
Gurdon and Eldorado, Ark.* . .	11	67.94	Hagerstown, Weverton, Md. (Balto. and Ohio).	113005	24.43
Hagerstown and Weverton, Md. .	3	24.52	Hamden Junction, Portsmouth, Ohio (Balt. and Ohio S. W.).	131018	56.35
Hamden Junction and Portsmouth, Ohio. .	5	56.40	Hamilton, Anacortes, Wash. (Seattle and Northern Rwy.).	171030	33.53
Hamilton and Anacortes, Wash. .	8	33.53	Hannibal, Gilmore, Mo. (St. Louis and Hannibal).	145029	86.26
Hannibal and Gilmore, Mo.	9	86.26	Hannibal, Sedalia, Mo. (Mo., Kan. and Texas).	145014	143.99
Hannibal and Sedalia, Mo.	7	143.99	Harrington, Del., Georgetown, Del. (P., W. and B.).	112006 (part)	24.11
Harrington and Lewes, Del. . . .	2	40.79	Georgetown, Del., Lewes, Del. (P., W. and B.).	112004	15.21
Harrisburg, Pa., and Baltimore, Md. ¹⁴	2	86.22	Harrisburg, Pa., D. and M. Junction, Pa. (P. and R.).	113002 (part)	(¹⁵)
Harrisburg and Gettysburg, Pa. .	2	47.66	D. and M. Junction, Pa., Carlisle Junc., Pa. (Harris. Pot.).	110198 110126 (part)	12.80 9
			Carlisle Junction, Pa., Hunters Run, Pa. (S. M. R. and M. Co.).	110052	17.3.40
			Hunters Run, Pa., and Gettysburg, Pa. (Gettys. and Harris.).	110155 (part)	22.64
Harrisburg, Pa., and Winchester, Va. .	2	117.47	Harrisburg, Pa., Martinsburg, W. Va. (C. V.).	116030	95.66
			Martinsburg, W. Va., Winchester, Va. (C. V.).	116018	22.79

¹ Reserve car.² One clerk a relief on this line; also on Farmington, Portland R. P. O.

Balance of route covered by Vanceboro, Bangor R. P. O. (102.23 miles).

⁴ Covered by Vanceboro, Bangor R. P. O. (12.60 miles).⁵ Balance of route covered by Denison and Hillsboro, Tex., R. P. O. (52.52 miles).⁶ 25 miles reported as Greenville and Columbia.⁷ 5.83 miles, Greenwood Lake and Sterling Forest. Covered by closed-pouch service. (See Table C.)⁸ 18.95 miles (McDonough and Griffin) in Table C.⁹ September 7, 1891, service extended to Eldorado, Ark.; increase distance, 33.25 miles.¹⁰ Clerk runs 7 additional round trips between Anacortes and Sedro Junction (n. o.). Service between Sedro Junction and Anacortes was formerly performed by the Anacortes and Tacoma R. P. O.; changed to Sumas City and Seattle R. P. O. Service established between Hamilton and Sedro Junction April 9, 1892.¹¹ One clerk detailed to transfer service, Union Depot, Hannibal, Mo.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
921	July 1, 1889	4 22.38	93 21.85	6	57,166	182.06	1	16 0	7 0	1	1	2		
6,961	do	4 21.60	93 18.90				1	14 0	9 0					
32,453	July 1, 1892	12 24	11 24	7	105,875	144.50	1	20 0	9 2	2	1	2		
274	do	72 14.41	71 14.30	6	81,871	101.56	1	9 4	7 4	1	1	1		
404	do	22 28.45	21 28.45	6	23,279	74.38	1	6 10	6 8	1	1	1		
1,153	July 1, 1890	89 16.83	90 18.93	7	86,966	101	1	12 0	7 3	1	1	1		
1,061	July 1, 1892	11 13	12 19.17	7	51,357	140.32	1	13 10	8 6	1	1	1		
409	do													
725	do	325 20	326 20	6	63,100	100.46	1	14 7	7 2	2	1	2		
468	July 1, 1889	524 22.95	507 22.56	6	28,656	91.26	1	10 0	7 0	1	1	1		
271	July 1, 1892	3 13.64	2 10.23	6	23,123	73.74	1	12 0	6 2	1	1	1		
299	July 1, 1889	3 23.13	8 19.28	6	48,532	154.56	1	12 6	6 9	1	1	1		
1,051	July 1, 1892	50 28.20	53 25.32	6	50,554	161	1	13 0	6 6	1	1	1		
237	July 1, 1891	131 8.67	132 10.67	6	88,819	135.88	1	24 10	8 10	1	1	1		
237	Sept. 7, 1891	120 35	220 35											
469	July 1, 1889	314 24.25	315 24.25	6	15,399	98.08	1	13 0	8 6	1	1	1		
431	July 1, 1892	53 21.12	50 21.12	6	35,419	112.80	1	11 0	7 4	1	1	1		
571	June 22, 1891	5 14.28	6 14.28	10	40,062	109.46	1	8 4	6 8	1	1	1		
856	July 1, 1891	1 21.93	4 10.60											
		3 14.68	2 21.98	6	54,171	172.52	1	19 0	6 3	1	1	2		
		1 24.85	2 25.90	6	54,171	172.52	1	16 1	7 1	1	1			
3,426	do	3 26.54	4 24.65	6			1	19 5	6 10	5	1	6		
		1 21.33	2 22.43	7	105,401	115.19	3	16 7	6 11	1	1	1		
425	July 1, 1889	2 23.34	4 23.34	7	105,401		2	11 10	6 8	1	1	1		
210	do	385 29.62	392 29.62	6	25,616	81.58	1	11 0	6 8					
18,730	do	385	392	6			(18)			(18)				
		10 23.71	13 23.61	6	54,146	114.96	1	20 0	9 0	3	1	3		
		8 27.56	15 26.42	6	54,146		1	20 0	9 0					
		200 26.88	9 19.62	6	29,930	95.32	1	20 0	9 0	1	1	1		
178	July 1, 1889	200 24	9 18.60	6			1	14 10	8 6					
413	July 1, 1885	200 23.36	9 27.75	6			(19)			(19)				
620	do	200 23.30	9 26.55	6			(19)			(19)				
2,838	July 1, 1892	3 19.60	8 24.85	6	73,771	117.47	1	20 0	8 6	2	2	5		
		7 27.29	4 29	6	73,771		1	30 0	8 6	2	2			
		3	8				(21)			(21)				
		7	4				(21)			(21)				
							1	15 0	8 6					

²² 54.23 miles covered by Georgetown and Franklin City R. P. O.²³ Cars and clerks shown on route No. 112006.²⁴ Short run of the Elmira and Baltimore R. P. O.²⁵ 86.22 miles covered by Elmira and Baltimore R. P. O.²⁶ 19.70 miles, Carlisle Junction and Shippensburg, covered by closed-pouch service. See Table C.¹⁷ 6.17 miles, Carlisle and Carlisle Junction, covered by closed-pouch service. (See Table C.)¹⁸ 9.40 miles, Hunters Run and Pine Grove Furnace, covered by closed-pouch service. (See table C.)¹⁹ Cars and clerks shown on route No. 110198.²⁰ One helper.²¹ Cars and clerks shown on route No. 110030.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Hartford and Saybrook, Conn...	1	44.43	Hartford, Saybrook, Conn. (N. Y., N. H., and Hart.).	¹ 106015 (part)	44.43
Hartford, Conn., and State line (n. o.), N. Y.	1	67.68	Hartford, Conn., State line (n. o.), N. Y. (Cen. New Eng. Westn.).	² 106018 (part)	67.68
Hastings and Cologne, Minn...	10	55.88	Hastings, Cologne, Minn. (C. M. and St. P.).	⁴ 141010 (part)	56.51
Hastings, Nebr., and Oberlin, Kans.	6	157.45	Hastings, Red Cloud, Nebr. (B. and M. R. in Nebr.).	⁵ 157029 (part)	41.20
			Red Cloud, Republican City, Nebr. (B. and M. R. in Nebr.).	¹⁵⁷⁰²⁹ (*)	
			Republican City, Nebr., Oberlin, Kans. (B. and M. R. in Nebr.).	¹⁵⁷⁰³² (part)	78.73
Haverstraw and New York, N. Y.	2	43.41	Haverstraw, N. Y., Jersey City, N. J. (N. J. and N. Y.).	100024	41.79
Hawley and Scranton, Pa.....	2	36.77	Hawley, Pa., Scranton, Pa. (E. and W. V.).	110189	36.18
Hazleton and Sunbury, Pa.....	2	52.61	Hazleton, Pa., Sugar Loaf, Pa. (L. V.)....	110016 (part)	8.60
			Sugar Loaf, Pa., Sunbury, Pa. (Penna.)...	¹¹⁰⁰¹⁵ (part)	44.61
Helena and Clarendon, Ark.....	11	48.77	Helena, Clarendon, Ark. (Ark. Mid.).....	147002	48.77
Helena, Mont., and Spokane, Wash.	10	387	Helena, Missoula, Mont. (Nor. Pac.).....	¹⁴¹⁰⁰¹ (part)	126.50
			Missoula, Mont., Spokane, Wash. (Nor. Pac.).	¹³¹⁷⁰⁰⁹ (part)	258.20
Hempstead and Marble Falls, Tex. ¹⁵	11	190.60	Hempstead, Austin, Tex. (H. and T. C.) ..	150004	115.10
			Austin, Burnet, Tex. (A. and N. W.).....	150038	61.16
			Burnet, Marble Falls, Tex. (A. and N. W.)	150072	16.93
Henderson and Durham, N. C..	3	41.86	Henderson, Durham, N. C. (Dur. and Northern).	¹¹⁸⁰⁴¹	42.05
Henrietta and Dallas, Tex.....	11	159.23	Henrietta, Whitesboro, Tex. (M., K. and T.).	¹⁶¹⁵⁰⁰²² (part)	86.58
			Whitesboro, Denton, Tex. (M., K. and T.).	150028	(¹⁷)
			Denton, Dallas, Tex. (M., K. and T.).....	150030	83.46
Heron Lake and Pipestone, Minn.	10	55.33	Heron Lake, Pipestone, Minn. (C., St. P., M. and O.)	141028	55.45
Herington and Dodge City, Kans.	7	202.87	Herington, Bucklin, Kans. (Chi., R. Island and Pac.).	155075 (part)	(¹⁸)
			Bucklin, Dodge City, Kans. (Chi., R. Island and Pac.).	155092	26.54
Herington and Salina, Kans...	7	49.93	Herington, Salina, Kans. (Chi., R. Island and Pac.).	155096	49.93
Henry, Mo., and Atchison, Kans. ¹⁹	7	93.76	St. Joseph, Henry, Mo. (Atch., Top. and Santa Fé).	145012	73.05
			St. Joseph, Mo., Atchison, Kans. (Atch., Top. and Santa Fé).	145097	20.68

¹ Balance of route covered by closed-pouch service between Saybrook and Saybrook Point (1.69 miles). (See Table C^a.)² Balance of route covered by Second Division (42.68 miles).³ Reserve cars.⁴ Balance of route covered by St. Paul, Minn., and Aberdeen, S. Dak., R. P. O. (256.34 miles); Aberdeen and Eureka, S. Dak., R. P. O. (41.60 miles); and between Roscoe and Bowdle, S. Dak. (15.29 miles), by closed-pouch service. (See Table C^a.)⁵ In reserve.⁶ Balance of route (64.95 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.⁷ One in reserve.⁸ Distance (40.60 miles) covered by Kansas City, Mo. and Oxford, Nebr. R. P. O.⁹ 15.10 miles, Scranton and Pittston Junction, covered by closed pouch-service. (See Table C^a.)¹⁰ 14.80 miles, covered by Easton and Hazleton R. P. O.¹¹ Cars and clerks shown on route No. 110016.¹² Balance of route (1,127.84 miles) covered by St. Paul, Minn., and Helena, Mont., R. P. O.¹³ Balance of route (161.51 miles) covered by Spokane, Wash., and Portland, Oregon, R. P. O., and Pasco, Oregon, and Wallula, Wash., closed-pouch service. (See Table C^a.)¹⁴ Cars run through to Portland, Oregon, via Tacoma, Wash., and are shown on Spokane and Portland, R. P. O.

in the United States on June 30, 1898—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,778	July 1, 1889	701	27.74	708	25.59	6	27,902	83.86	1	11 7	6 2	2	1	2
913	do	711	23.95	714	25.83	6	27,902	83.86	1	10 0	6 8	2	1	2
		7	25.53	10	23.05	6	42,503	108.28	1	12 0	6 0	2	1	2
		11	23.71	14	22.29	6	42,503	108.28	1	13 0	6 0	2	1	2
4,183	July 1, 1891	5	19.92	6	22.62	6	35,098	111.76	1	10 0	7 0	1	1	1
3,193	July 1, 1890	121		122					1	12 6	6 0	1	1	1
3,193	do	121	24.22	122	24.22	6	98,878	157.45	2	16 8	8 10	2	1	2
702	do	121		122					1	12 6	6 0	1	1	1
500	July 1, 1892	20	20.75	1	21.46	6	27,261	86.82	1	6 6	8 0	1	1	1
130	Nov. 11, 1890	1	21.70	10	24.12	6	23,092	73.54	1	6 8	8 0	1	1	1
950	July 1, 1889	407	27	408	22.50	6	33,039	195.22	1	8 6	6 10	1	1	1
391	do	14	27.78	13	25.14	6			1	14 11	8 11	1	1	1
231	July 1, 1890	1	13.93	2	17.73	6	30,628	97.54	1	14 3	7 6	1	1	1
13,146	July 1, 1891	1	24	2	24.78	7	283,284	129	1			6	1	6
3,707	July 1, 1890													
1,239	do	21	23.81	22	27.08	7	139,529	127.06	2	14 0	8 10	3	1	3
710	do	1	22.31	2	21.79				1	14 0	8 10	1	1	1
864	Dec. 9, 1889													
122	July 1, 1892	41	20.70	38	20.70	6	28,288	83.72	1	14 3	8 4	1	1	1
2,231	July 1, 1890	18	22.21	17	21	7	118,556	159.23	2	15 5	8 5	2	1	2
6,173	do													
364	do													
160	July 1, 1891	39	13.44	40	16.59	6	34,747	110.66	1	9 0	7 5	1	1	1
2,438	July 1, 1890	23	24.05	24	23.15	7	148,501	187.14	1	17 11	9 2	3	1	3
539	do								1	22 0	9 6	1	1	1
153	do	27	28.50	26	28.50	7	36,549	99.86	1	14 8	7 2	1	1	1
904	July 1, 1891	17	23.98	20	23.98	7	68,632	111.17	1	13 7	9 0	3	1	3
685	do	19	20.86	18	26.07	7	53,436		1	20 0	9 4	1	1	1
									1	15 0	9 0	1	1	1

¹⁵ Nov. 22, 1891, Hempstead and Austin, Tex., R. P. O. extended to Marble Falls, Tex.; this takes up and discontinues the Marble Falls and Austin, Tex., R. P. O., increase distance; (78.09 miles).

¹⁶ Balance of route covered by Denison and Taylor, Tex., R. P. O. (24.90 miles). This line also runs over route 150028, between Whitesboro and Denton, Tex. (35.07 miles).

¹⁷ Denison and Taylor, Tex., R. P. O. (24.90 miles). This line also runs over route 150028, between Whitesboro and Denton, Tex. (35.07 miles).

¹⁸ 171.40 miles of route 156075, between St. Joseph, Mo., and Herington, Kans., covered by St. Joseph, Mo., and Minco, Ind. Ter., R. P. O.,

and 263.34 miles of same between Herington and Liberal, Kans., by the Herington and Liberal, Kans., R. P. O.

¹⁹ 1 helper of the St. Joseph, Mo., and Minco, Ind. Ter., R. P. O. also performs service on this line; the 4 clerks, in addition to keeping up all service on this line, also act as helpers in the St. Joseph, Mo., and Minco, Ind. Ter., R. P. O., between St. Joseph, Mo., and Herington, Kans. (171.40 miles), daily.

²⁰ Double daily between Henry and St. Joseph, Mo.

²¹ Clerks alternate on the 4 trains.

²² Trains 19 and 18 between Henry and St. Joseph, Mo., only; distance, register to register, 73 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of routes.	Miles of route for which railroad is paid.
Herington and Liberal, Kans.¹	7	<i>Miles.</i>	Herington, Liberal, Kans. (Chl., R. Island and Pac.).	155075 ^(part)	263.04
East Division— Herington to Pratt		127.42			
West Division— Pratt to Liberal		137.02			
High Point and Ashboro, N. C.	3	28.21	High Point, Ashboro, N. C. (Rich. and Dan.).	118021	28.21
Hightstown, N. J., and Philadelphia, Pa.	2	52.17	Hightstown, N. J., Pemberton, N. J. (Penna.).	109065	25.83
Hinton, W. Va., and Cincinnati, Ohio.	5	310.01	Pemberton, N. J., Camden, N. J. (Penna.). Hinton, Huntington, W. Va. (Ches. and Ohio). Huntington, W. Va., Cincinnati, Ohio (Maya. and Big Sandy.).	109006 114005 ^(part) 129025	25.65 151.57 160.88
Holden, Mo., and Coffeyville, Kans.	7	198.82	Holden, Mo., Paola, Kans. (Mo. Pac.).....	145024	54.73
			Paola, Le Roy, Kans. (Mo. Pac.).....	155031	58.78
			Le Roy, Dearing, Kans. (V. V. I. and W.).	155063	81.64
			Dearing, Coffeyville, Kans. (D. M. and A.).	155056 ^(part)	10 ^(b)
Hornellsville and Buffalo, N. Y. ¹²	2	92.61	Hornellsville, N. Y., Buffalo, N. Y. (N. Y., L. E. and W.).	107008	92.47
Hornellsville and Salamanca, N. Y. ¹³	2	82.07	Hornellsville, N. Y., Salamanca, N. Y. (N. Y., L. E. and W.).	107001 ^(part)	10 ^(b)
Horicon and Portage, Wis.	10	52.48	Horicon, Portage, Wis. (C., M. and St. P.).	139006	52.24
Houston and El Paso, Tex. ¹⁴ ...		851.05	Houston, San Antonio, Tex. (G. H. and S. A.). San Antonio, El Paso, Tex. (G. H. and S. A.).	150002 150039	215.65 685.40
Houston and San Antonio, Tex.	11	238	Houston, Kenedy, Tex. (S. A. and A. P.).	150057	176.46
			Kenedy, San Antonio, Tex. (S. A. and A. P.).	150033 ^(part)	60.47
Howard City and Detroit, Mich. ¹⁵	9	161.22	Howard City, Detroit, Mich. (D., L. and N.).	137017 ^(part)	160.68
Howard City and Grand Lodge, Mich.	9	63.65	Howard City, Grand Lodge, Mich. (D. L. and N.).	137017 ^(part)	63.78
Humeaton and Shenandoah, Iowa.	6	113.91	Humeaton, Van Wert, Iowa (Keo. and West.). Van Wert, Shenandoah, Iowa (Hum. and Shen.).	145015 ^(part) 143067	17.94 96.50
Huntingdon, Pa., and Cumberland, Md.	2	90.09	Huntingdon, Pa., Mt. Dallas Station, Pa. (H. and B. T. M.). Mt. Dallas Station, Pa., Cumberland, Md. (Penna.).	110034 110072	45.15 45.11

¹ Herington and Dodge City, Kans., P. P. O. also runs over this line, Herington to Bucklin, Kans.² 171.40 miles of route 155075, St. Joseph, Mo., to Herington, Kans., covered by St. Joseph, Mo., and Minco, Ind. Ter., R. P. O.³ Clerks on trains 67 and 68 between Bucklin and Liberal, Kans., act as helpers to Herington and Dodge City, Kans., R. P. O., between Pratt and Bucklin, Kans.⁴ 1 helper of the St. Joseph, Mo., and Minco, Ind. Ter., R. P. O. also performs service on this line; the 3 clerks, in addition to keeping up all service on this line, also act as helpers in the St. Joseph, Mo., and Minco, Ind. T., R. P. O. day line between Topeka and Herington, Kans. (81.82 miles) daily.⁵ Cars and clerks shown on route No. 109065.⁶ Balance of route covered by Richmond and Hinton R. P. O. (third division), 245.97 miles.⁷ The mail cars on this line run through between

Washington, D. C., Richmond, Va., Hinton, W. Va., and Cincinnati, Ohio. (See Richmond and Hinton and Hinton and Washington R. P. O. in third division report for full equipment.) June 16, 1892, additional line of 40 feet cars (not yet in service) allowed for night line. All postal cars 50 feet in length with 40 feet paid for.

⁸ Day line, 4 crews, 3 clerks to crew; night line, 4 crews, 2 clerks to crew. One clerk detailed clerical duty office superintendent.⁹ Kansas City, Mo., Saline, Kans., and Pueblo, Colo., R. P. O. also runs over route 155031, between Paola and Osawatimie, Kans., distance 6.88 miles.¹⁰ 5.33 miles of route 155056, between Dearing and Coffeyville, Kans., covered by the Coffeyville and Larned, Kans., R. P. O.¹¹ In reserve.¹² Clerks accounted for on the New York, Hornellsville and Buffalo R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
2,438	July 1, 1890													4
		19 24.02	20 24.02	7	93,271	1139.49	1	14 8	7 2	11 2	1			
		67 15.22	68 16.96	6	88,049	137.02	2	14 8	7 2	2	1			
811	July 1, 1892	41 13.85	40 14.45	6	17,716	56.42	1	10 0	8 6	1	1	1	1	
437	Oct. 15, 1888	5 21.33	2 21.33	6	32,763	104.34	1	15 0	6 6	1	1	1	1	
1,193	July 1, 1889	371	352	6										
2,614	do	3 35.88	2 33.68	7	226,927	155	(3)	50 0	9 0	4	3	8	21	
		1 29.28	4 33.68	7	226,927			25 0	9 0	4	2			
1,387	July 1, 1892	3 32.17	2 30.64	7										
		1 33.24	4 33.84	7										
724	July 1, 1891	209	(210)	7	145,536	132.55	2	16 4	6 10	3	1	3		
		113.65	15.39											
1,761	July 1, 1890	221	(222)											
839	do	221 24.52	222 23.67											
707	do	222 21.32	221 21.32											
8,183	July 1, 1889	3 29.02	20 26.89	6	58,159	92.61	1	15 0	9 0	2	1	(17)		
6,149	do	29 25.89	10 30.75	6	51,540	82.07	1	15 0	10 0	2	1	(16)		
		29 25.89	10 30.75					15 0	9 0					
1,266	July 1, 1891	402 26.58	402 26.58	6	32,957	104.96	1	15 9	8 9	1	1	1	1	
4,019	July 1, 1890	18 25.12	17 25.37	7	157,855	143.77	2	24 2	9 2	3	1	16	13	
1,172	do	20 25.21	19 27.75	7	622,969	190.52	1	24 1	9 2	9	1			
							1	22 7	9 2					
							1	24 9	9 0					
							1	22 11	9 0					
							1	14 6	9 2					
							1	23 0	9 2					
956	Nov. 14, 1890	2 23.00	1 23.80	6	149,464	158.66	1	18 10	9 2	3	1	3		
							1	14 0	9 2					
689	July 1, 1890						1	21 7	9 2					
5,386	July 1, 1892	14, 10 24.66	1, 11 26.70	6	91,573	161.22	1	19 11	8 10	2	1	(18)		
5,386	do	14 22.48	11 25.48	6	3,819	127.30	1	20 0	8 10	1	1	1	1	
993	July 1, 1891	23 25.50	24 22.67	6	71,535	113.91	2	23 0	9 0	2	1	2		
705	do	3 25.34	4 25.28											
946	July 1, 1889	1 23.47	2 24.54	6	56,953	90.69	1	15 2	8 8	2	1	2		
546	do	3 23.47	4 22.50	6			(21)			(22)				

¹³ Short run of the New York, Hornellsville and Buffalo R. P. O.¹⁴ Short run of the New York and Dunkirk R. P. O.¹⁵ 82.07 miles covered by the New York and Dunkirk R. P. O.¹⁶ Clerks accounted for on New York and Dunkirk R. P. O.¹⁷ Double daily service between Houston and San Antonio, Tex. (215.65 miles); clerks divide on San Antonio, Tex., east. div. (215.65 miles), west. div. (635.40 miles). This line runs over Texarkana, Ark., and El Paso, Tex., R. P. O. between Sierra Blanca and El Paso, Tex. (99.24 miles) this is lap service.¹⁸ 1 helper to Schulenburg, Tex. (108 miles).¹⁹ Ninety miles of route covered by Kenedy and Corpus Christi, Tex., R. P. O.²⁰ Order, May 20, 1892, discontinuing this R. P. O. between Detroit and Grand Ledge, Mich.; the annual miles and service here reported is from July 1, 1891, to May 24, 1892. Balance of time

shown in report of Howard City and Grand Ledge R. P. O.

²¹ Clerks transferred to the Detroit, Grand Ledge and Grand Rapids R. P. O. and are shown in report of that line. Established by order May 20, 1892; began May 27, 1892; balance of route, 96.90 miles, covered by the Detroit, Grand Ledge and Grand Rapids and the Big Rapids and Detroit R. P. O.'s giving a double service between Ionia and Grand Ledge, Mich., 25.90 miles daily, except Sunday.²² Balance of route (131.38 miles) covered by Keokuk and Humeston, Iowa, R. P. O.²³ Cars and clerks shown on route No. 110034.²⁴ One city distributor, Portland, Oregon; three clerks, short run, Pendleton to Portland, Oregon. Balance of route 173005 (27.31 miles) Wallawalla, Wash., to Umatilla, Oregon, closed pouch service (see Table C) cars on through run, shown in sixth division (see Cheyenne and Huntington R. P. O.).

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Huntington and Portland, Oregon.	8	405.60	Huntington, Umatilla, Oreg. (O. S. L. and U. N. Rwy.).	173003	217.74
			Umatilla, Portland, Oreg. (O. S. L. and U. N. Rwy.).	173006 (part)	186.90
Hutchinson and Anthony, Kans.	7	71.59	Hutchinson, Anthony, Kans. (Hutch. and So.).	155101	71.59
Hutchinson and Kinsley, Kans.	7	84.54	Hutchinson, Kinsley, Kans. (Atch. Top. and Santa Fé).	155052	84.54
Independence and Cedarvale, Kans.	7	56.12	Independence, Cedarvale, Kans. (Atch., Top. and Santa Fé).	155053	56.12
Indiana and Branch Junction, Pa.	2	19.20	Indiana, Pa., Branch Junction, Pa. (Penna.).	110042	19.10
Indianapolis, Ind., and Decatur, Ill.	5	153.12	Indianapolis, Ind., Decatur, Ill. (Ind., Dec. and West.).	135055	153.79
Indianapolis and Terre Haute, Ind.	5	73.05	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind.).	133002	(¹)
Indianapolis, Ind., and Peoria, Ill.	5	212.39	Indianapolis, Ind., Peoria, Ill. (Cleve., Cin., Chic. and St. Louis).	133018	212.41
Indianapolis, Ind., and St. Louis, Mo.	5	265.17	Indianapolis, Terre Haute, Ind. (Cleve., Cin., Chic. and St. Louis).	133025	73.39
			Terre Haute, Ind., East St. Louis, Ill. (Cleve., Cin., Chic. and St. Louis).	133043	189.65
Indianapolis, Ind., Vandalia, Ill., and St. Louis, Mo.	5	240.78	Indianapolis, Terre Haute, Ind. (Terre Haute and Ind.).	133002	(¹)
			Terre Haute, Ind., East St. Louis, Ill. (Terre Haute and Ind.).	133044	(¹)
Indianapolis and Vincennes, Ind.	5	117.71	Indianapolis, Vincennes, Ind. (Penna. Co.).	183001	117.26
Irrington and Fordsville, Ky.	5	50.25	Irrington, Fordsville, Ky. (Louis., Hard. and West.).	129044	41.21
Ishpeming, Mich., and Chicago, Ill.	10	393	Ishpeming, Mich., Fort Howard, Wis. (Chi. and Nor. West.).	137031	180.08
			Fort Howard, Fond du Lac, Wis. (Chi. and No. West.).	¹² 139009 (part)	65.77
			Fond du Lac, Milwaukee, Wis. (Chi. and No. West.).	139012	63.72
			Milwaukee, Wis., Chicago, Ill. (Chi. and No. West.).	135001	85
Ithaca and Owego, N. Y.	2	35	Ithaca, N. Y., Owego, N. Y. (D., L. and W.).	107042	25.63
Jackson and Adrian, Mich.	9	47.55	Jackson, Adrian, Mich. (L. S. and M. S.).	137003	47.29
Jackson, Mich., and Fort Wayne, Ind.	9	99.28	Jackson, Mich., Fort Wayne, Ind. (L. S. and M. S.).	137029	100.40
Jackson, Tenn., and Mobile, Ala.	4	387	Jackson, Tenn., Mobile, Ala. (Mobile and Ohio R. R.).	¹⁴ 123004	387
Jackson and Natchez, Miss.	4	99.54	Jackson, Natchez, Miss. (L. N. O. and Tex. R. R.).	123010	99.54
Jacksonport and Brenkley, Ark.	11	60.91	Jacksonport, Brenkley, Ark. (White and Black River Valley).	147006	60.91
Jacksonville and Daytona, Fla.	4	118.90	Jacksonville, St. Augustine, Fla. (J., St. Aug. and H. R. R. R.).	123016	37.65
			St. Augustine and Palatka (J., St. Aug. and H. R. R. R.).	123027	24.90
			Palatka, Dayton, Fla. (J., St. A. and H. R. R. R.).	123031	54.24
			Junct. (n. o.), San Mateo, Fla. (J., St. A. and H. R. R. R.).	123042	4.73

¹ In reserve.² One car in reserve.³ Covered by Pittsburg and St. Louis R. P. O. (74.39 miles).⁴ Clerk appointed to Pittsburg and St. Louis R. P. O. and shown with that line.⁵ Postal cars 50 feet in length with 40 feet pay.⁶ Covered by Pittsburg and St. Louis R. P. O. (167.25 miles).⁷ Clerks appointed to Pittsburg and St. Louis R. P. O. and shown with that line.⁸ Commencing December 9, 1891, clerk also performs service over closed-pouch route, Dempster Junction (n. o.) and Falls of Rough, Ky. (4.50 miles).⁹ Ishpeming, Mich., to Milwaukee, Wis. (309 miles).
¹⁰ One line of 40-foot cars authorized between Ishpeming, Mich., and Milwaukee, Wis. (50-foot cars in use), running on trains 1, 2, and 13. One line of 50-foot cars authorized between Fort Howard, Wis., and Chicago, Ill., running on trains 4, 5, 8, 521, and 544.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Fl. in.</i>	<i>Fl. in.</i>			
13,002	July 1, 1890	123.12	222.79	7	296,899	135.20	-----					6	1	10
11,126	do	718.39	818.09	7	169,092	154	3	24	6	9	0	3	1	
373	Dec. 19, 1890	126.91	226.03	7	52,404	143.18	1	9	0	7	0	1	1	1
530	July 1, 1890	34116.91	34216.91	6	53,091	169.08	1	11	11	7	6 ¹	1	1	1
270	do	26311.43	26411.22	7	41,080	112.24	1	22	1	9	1	1	1	1
1,216	July 1, 1889	8619	8116.28	6	12,058	76.80	1	11	6	7	4	1	1	1
1,512	do	8419.65	8519	6	12,058		1	15	0	8	0	1	1	1
		125.63	227.40	6	96,159	102.05	23	21	0	9	1	3	1	3
84,287	July 1, 1892	327.04	427.04	6	45,875	146.10	1	16	0	8	6	1	1	(⁴)
7,257	do	728.32	1226.55	7	155,470	106.19	23	22	5	8	5	4	1	12
6,284	do	923.95	1827.40	6	133,381		22	50	0	9	3	4	2	
		925.64	823.52	6	166,526	132.58	25	40	0	9	0	4	2	16
5,936	do	732.88	1235.94	7	194,104							4	2	
		925.64	823.52	6										
		732.88	1235.94	7										
84,287	do	526.86	827.90	6	151,210	120.39	23	16	0	9	0	4	1	(⁷)
78,098	July 1, 1890	526.86	827.90	6										
1,298	July 1, 1892	526.06	827.06	6	73,922	117.71	12	17	0	8	10	2	1	2
167	do	19.16	28.64	6	29,067	100.50	1	14	8	8	10	1	1	1
4,325	do	226.22	136.22	7	226,388	154.50	103	50	0	9	5	4	2	26
8,165	July 1, 1891	427.48	326.76	106	154,080	163.56	107	50	0	9	5	3	1	
		1427.48	171	-----	-----	-----	1	36	0	9	6	3	1	
				-----	-----	-----	1	36	0	9	5			
12,121	do	54416.50	52128.50	146	135,057	107.53	102	50	0	9	5	4	2	
		816.50	5	-----	-----	-----	102	50	0	10	0			
13,274	do	1216.50	934	106	107,878	114.52	-----					2	1	
		430.54	335.58	6	-----	-----	1	7	10	6	8	1	1	
		1032.22	924	6	21,980	70	1	7	10	6	8	1	1	1
941	July 1, 1889	1024	924	6			1	7	10	6	8	1	1	
1,586	July 1, 1892	11524	11623.79	6	29,861	95.10	1	13	9	9	1	1	1	1
1,168	do	15625.53	15727.27	6	62,335	99.26	1	16	10	9	0	2	1	2
1,956	Aug. 8, 1892	520	620	7	382,104	149.14	(¹⁰)	-----				7	1	12
		122.50	222.50	7										
1,295	July 1, 1892	7119.80	7219.40	7	72,863	99.54	1	13	8	7	10	2	1	2
							1	8	4	6	8			
185	July 1, 1890	216.24	115.23	7	44,586	121.82	1	9	0	6	0	1	1	1
1,782	July 1, 1892													
99	do	2717.56	7820.14	6	74,669	237.80	1	18	6	7	8	1	1	1
691	do													
77	do													

¹¹ One clerk detailed as transfer clerk at Milwaukee, Wis., and three helpers between Milwaukee, Wis., and Chicago, Ill., on trains 4, 5, 6, and 12.

¹² Balance of route covered by Fond du Lac, Wis., and Harvard, Ill., R. P. O. (114 miles), and Chicago, Ill., and Winona, Minn., R. P. O. (62.70 miles).

¹³ Escanaba, Mich., to Milwaukee, Wis. (245.85 miles).

¹⁴ Fort Howard, Wis., to Chicago, Ill. (215.06 miles).

¹⁵ Milwaukee, Wis., to Chicago, Ill. (85.89 miles).

¹⁶ 108.57 miles, remainder of route in St. Louis and Jackson R. P. O.

¹⁷ Cars reported in St. Louis and Jackson R. P. O.

¹⁸ 4 helpers; 1 transfer clerk Corinth, Miss. Clerks on 1 and 2, between Meridian and Mobile, making double daily service between those points.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Jacksonville and Pensacola, Fla.	4	.....	Jacksonville, Lake City, Fla. (F. C. and P. R. R.).	123006	59.81
East Division.....	..	207.50	Lake City, River Junct., Fla. (F. C. and P. R. R.).	123002	149.48
West Division.....	..	161.20	River Junct., Pensacola (P. and A. R. R.).	* 123015	161.20
Jacksonville and Fort Tampa, Fla.	4	250.04	Jacksonville, Sanford, Fla. (J., T. and K. W. R. R.).	123018	125.30
Jameson City and Bloomsburg, Pa.	2	30.42	Sanford, Tampa, Fla. (South Fla. R. R.).	123007	115.59
Jameson City and Oakes, N. Dak.	10	69.29	Tampa, Port Tampa, Fla. (South Fla. R. R.)	123038	9.33
			Jameson City, Pa., Bloomsburg, Pa. (B. and S.).	110172	30.42
			Jameson City, La. Mouri, N. Dak. (Nor. Pac.).	161009	48.85
			La. Mouri Valley Jct. (n. o.), N. Dak. (Nor. Pac.).	161005	(*)
			Valley Jct. (n. o.), Oakes, N. Dak. (Nor. Pac.).	(part) 161012	15.21
Jefferson City and Bagnell, Mo.	7	45.06	Jefferson City, Bagnell, Mo. (Mo. Pac.).	145047	45.06
Jefferson and McKinney, Tex.	11	154.56	Jefferson, McKinney, Tex. (E. L. and Red River).	150013	154.56
Johnstown and Rockwood, Pa.	2	45.71	Johnstown, Pa., Rockwood, Pa. (B. and O.).	110070	45.48
Joplin, Mo., and Sulphur Springs, Ark.	7	51.66	Joplin, Mo., Sulphur Springs, Ark. (K. C., Ft. Sm. and Sp.).	145069	51.66
Junction City and Parsons, Kans.	7	157.36	Junction City, Parsons, Kans. (Mo., Kan. and Texas).	155009	157.36
Kalamazoo and South Haven, Mich.	9	40.20	Kalamazoo, South Haven, Mich. (Mich. Cent.).	127007	40.09
Kane and Butler, Pa.	2	114.53	Kane, Pa., Butler, Pa. (P. and W.).	110086	114.71
Kankakee and Kankakee Jct., Ill.	6	71.52	Kankakee, Kempton, Ill. (Ill. Cent.).	(part) 135062	* 28.26
Kankakee and Seneca, Ill.	6	43.30	Kempton, Kankakee Jct. Ill. (Ill. Cent.).	135064	43.01
Kansas City, Mo., and Ash Grove, Kans.	7	175.69	Kankakee, Seneca, Ill. (C. C. C. St. L.).	135068	43.19
			Kansas City, Mo., Olathe, Kans. (K. C., Ft. S. and Min.).	155008	(*)
			Raymore Junc. (n. o.), Olathe, Kans. (K. C., Clinton and Springfield).	(part) 145016	28.60
			Raymore Junc. (n. o.), Ash Grove, Mo. (K. C., Clinton and Springfield).	145056	129.35
Kansas City, Mo., and Beatrice, Nebr.	7	175.47	Kansas City, Mo., Beatrice, Nebr. (K. C., Wyand. and W. West.).	155079	175.47
Kansas City, Mo., and Belleville, Kans.	7	204.73	Kans. City, Mo., No. Topeka Sta. (n. o.), Kan. (Chi., R. I. and Pac.).	155100	67.20
			No. Topeka Sta. (n. o.), McFarland, Kans. (Chi., R. I. and Pac.).	155075	(11)
			Belleville, McFarland, Kans. (Chi., R. I. and Pac.).	(part) 155089	104.77
Kansas City, Mo., and Coffeyville, Kans.	7	168.14	Kansas City, Mo., Paola Sta. (n. o.), Kans. (Mo., Kan. and Texas).	155018	43.10
			Coffeyville, Paola, Kans. (Mo., Kans. and Texas).	155083	125.63

¹ 2 reserve cars.² Line divided at River Junction, Fla.³ Wilmington and Jacksonville 50-foot postal cars on trains 27 and 14. Paid as 40-foot cars Jacksonville and Sanford; no pay south of Sanford.⁴ 3 reserve cars.⁵ In reserve.⁶ Distance (5.36 miles) covered by Fargo and La. Mouri, N. Dak., R. P. O.⁷ 3.90 miles covered by Erie, Butler and Pittsburg R. P. O.⁸ Balance of route (58.11 miles), covered by Kempton and Bloomington, Ill., R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs. 1,427	July 1, 1892	221.19	124.79	7	151,890	138.30	13	<i>Pt. In.</i> 15 0	<i>Pt. In.</i> 6 10	8	1	5		
1,220	do	226.16	329.30	7	117,988	161.20	3	14 0	9 0	2	1			
10,713	do	2728.40 7127.50	1423.81 6635.41	7 6	353,058	166.90	(²) 4	50 0	9 0	3	2	9		
6,700	do						1	27 4	9 4	3	1			
							1	33 0	9 0					
221	July 1, 1889	27.27 422.66	1420.66 121.17	7 6	19,104	60.84	1 1	14 3	7 4	1	1	1		
712	July 1, 1890	124.12.30	121.13.78	6	43,514	138.58	1 1	8 4	6 6	1	1	1		
490	do						1	8 4	6 6					
703	do							23 9	8 10					
286	July 1, 1891	153.12.31	152.11.77	6	28,296	90.12	1	14 11	8 5	1	1	1		
307	July 1, 1890	33.16.12	34.15.71	1	113,138	103.03	1 1 1 1	14 4 11 6 12 11 10	5 9 5 7 7 5 11	3 1	1 1	3		
571	July 1, 1889	92.23.52	93.23.52	6	28,706	91.42	1	14 6	8 6	1	1	1		
336	July 1, 1891	219.42	120.02	7	37,815	103.32	1	12 0	7 0	1	1	1		
937	July 1, 1890	923.90	1025.88	7	115,188	104.91	1 2	8 4 20 4	6 7 7 5					
681	July 1, 1892	12326.33	12223.70	6	26,245	80.40	1 1	15 8 11 1	8 10 7 0	3	1	3		
573	July 1, 1889	70.15.93	71.15.22	6	71,925	114.53	1 1 1	14 4 14 4 14 4	7 0 7 7 7 0	1	1	1		
343	July 1, 1891	221.24.66	222.26.82	6	44,914	143.04	1 1	12 0 15 0	6 8 7 2	1	1	1		
286	do						1	14 0	6 7	1	1	1		
191	do	71.12.08	72.11.05	6	27,192	86.60	1	25 18	9 3	3	1	3		
3,663	July 1, 1890	732.75	222.75	7	128,605	117.13	2							
985	July 1, 1891	101.23.82	102.24.11											
1,075	do													
691	July 1, 1890	11.25.15	12.22.91	7	128,444	137.44	2 2 3 1	23 10 23 10 14 8 16 7	7 2 7 2 7 2 7 7	2	1	2		
4,274	do	11.30.74	12.29.25	7	149,862	135.27	1	22 0	9 5	3	1	3		
2,438	do						1	14 8	7 2					
1,922	do													
1,687	do	324.02	423.19	7	123,078	137.44	2	15 8	8 10	3	1	3		
1,357	do													

²⁰ 30.70 miles of route 155008, Kansas City, Mo., to Olathe, Kans., covered by the Kansas City, Mo., and Memphis, Tenn., R. P. O.

²¹ The runs of clerks on this line are pooled with those of clerks on the Kansas City, Mo., and Coffeyville, Kans., R. P. O., the five clerks keeping up all service on the two lines.

¹¹ 33 miles of route 155075, between North Topeka Station (n.o.), Kans., to McFarland, Kans., covered by the St. Joseph, Mo., and Minco, Ind., Ter., R. P. O.

¹² The runs of clerks on this line are pooled with those of clerks on Kansas City, Mo., and Beatrice, Nebr., R. P. O., the five clerks keeping up all service on the two lines.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
<i>Kansas City, Mo., and Denver, Colo.</i>	7	<i>Miles.</i> 639.73	Kansas City, Mo., Denver, Colo. (Union Pacific).	155001	639.73
Kansas City, Mo., and Geneseo, Kana.	7	357.71	Kansas City, Pleasant Hill, Mo. (Mo. Pac.). Pleasant Hill, Rich Hill, Mo. (Mo. Pac.).	145001 (part) 145040 (part) 145075	(*) (*) 27.40
			Rich Hill, Mo., Fort Scott, Kans. (Ft. Scott and East.).	155036	157.62
			Fort Scott, Wichita, Kans. (Ft. S., Wich. and West.).	155051 (part)	48.02
			Wichita, Hutchinson, Kans. (Wich. and Colo.).	155074	41.36
			Hutchinson, Geneseo, Kans. (Sal., Ster. and El Paso).	145061	.....
Kansas City and Hume, Mo. ⁷ ..	7	82.06	Kansas City, Hume, Mo. (K. C., Nev. and St. Sm.).	145001 (part)	123.53
Kansas City and Joplin, Mo. ⁸ ..	7	167.94	Kansas City, Pleasant Hill, Mo. (Mo. Pac.). Pleasant Hill, Joplin, Mo. (Mo. Pac.).	145001 (part) 145040	123.53
Kansas City, Mo., and Memphis, Tenn.	7	.....	Kansas City, Mo., Fort Scott, Kans. (K. C., Ft. S. and M.).	155008 ¹¹ (part)	98.80
North Division ¹²		202.88	Fort Scott, Kans., Springfield, Mo. (K. C. Ft. S. and M.).	145036	104
South Division ¹³		293.66 282.66 190.86	Springfield, Mo., Memphis, Tenn. (K. C., Ft. S. and M.).	145017	282.52
Kansas City and Osceola, Mo.	7	111.95	Kansas City, Osceola, Mo. (K. C., and So.).	145065	111.95
<i>Kansas City, Mo., and Oxford, Nebr.</i>	6	363.67	Kansas City, Napeer, Mo. (K. C., St. Joe and C. B.). Napeer, Mo., Rulo, Nebr. (B. and M. R. in Nebr.). Rulo, Nebr., Table Rock, Nebr. (B. and M. in Nebr.). Table Rock, Wymore, Nebr. (B. and M. R. in Nebr.). Wymore, Red Cloud, Nebr. (B. and M. R. in Nebr.). Red Cloud, Oxford, Nebr. (B. and M. R. in Nebr.).	145006 (part) 145064 155012 (part) 157020 157016 (part) ¹¹ 157029 (part) ¹² 155016	9.52 40.37 106.18 64.95 66.88
<i>Kansas City, Mo., and Pueblo, Colo.</i>	7	.....	Kansas City, Mo., Topeka, Kans. (Atch., Top. and Santa Fé).	155010	566.62
<i>East Division, Kansas City, Mo., to La Junta, Colo.</i>	...	570.99	Topeka, Kans., and Pueblo, Colo. (Atch., Top. and Santa Fé).	(part)	

¹ clerk detailed as chief clerk, Denver, Colo.; 1 clerk detailed as assistant chief clerk at Denver, Colo.; 5 helpers between Kansas City, Mo., and Salina, Kans. (185.60 miles), in the order of first in, first out, covering both lines.

² In reserve.

³ 34.50 miles distance on route 145001 covered by St. Louis and Kansas City, Mo., R. P. O.

⁴ 2 helpers, one each day, between Kansas City, Mo., and Fort Scott, Kans. (112.44 miles).

⁵ 50.23 miles distance on route 145040 covered by Kansas City and Joplin, Mo., R. P. O.

⁶ Balance of route 155036, between Wichita and Anthony, Kans. (56.91 miles) covered by Yates Center and Kiowa, Kans., R. P. O.

⁷ New service, not reported last year.

⁸ In effect from June 1, 1892.

⁹ Kansas City, Mo., and Geneseo, Kans., R. P. O. also runs over this line between Kansas City, Mo., and Rich Hill, Mo.

¹⁰ 34.50 miles distance on route 145001 covered by St. Louis and Kansas City, Mo., R. P. O.

¹¹ Pay for full cars on this line is not authorized by the Department.

¹² One helper on day line trains between Kansas City and Nevada, Mo. (103.19 miles), daily, except Sunday.

¹³ Balance of route 155008 (82.60 miles) between Fort Scott, Kans., and Webb City, Mo., covered by Fort Scott, Kans., and Webb City, Mo., R. P. O.

¹⁴ Two helpers; one on trains 3 and 4, North Division, between Kansas City and Lamar, Mo. (139.10 miles), four days each week; one on trains 3 and 4, South Division, between Willow Springs, Mo., and Hoxie, Ark., daily. Latter helper is relieved three days of every nine by one of the clerks from the Grandin and Willow Springs, Mo., R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	A ^v g speed (miles).	Train No. inward.	A ^v g speed (miles).					Length.	Width.			
<i>Lbs.</i> 11,831	July 1, 1890	730.83 130.22		831.21 229.20		7	468,282	213.24	4	<i>Ft. In.</i> 45 4 24 2 24 9 24 14 19 8 50 8 19 4 21 5	<i>Ft. In.</i> 9 4½ 9 4 8 10½ 8 10 9 2 9 3 8 11 9 3	6	2	181
65,816	July 1, 1891	453 22.59		453 24.77		7	261,844	143.08	1					
4,963	do	453 22.59		454 24.77					1					
1,816	Aug. 25, 1890	453 23.26		454 20.47					1					
1,357	July 1, 1890	453 23.35		454 24.55					1					
806	do	453 25.24		454 25.24					1					
512	do	453 25.02		454 25.02					1					
		121.15		220.72		6	24,267		1	8 10	7 1	1	1	
65,816	do	302 23.32		302 26.42		7	122,932	111.96	11	49 11	8 11	3	1	137
4,963	do	301 23.32		301 26.42		7	122,932	111.96	11	49 6	9 5	3	1	
3,633	do	303 22.82		303 24.20					2	20 0	9 3			1423
4,937	July 1, 1891	125.36		224.09		7	148,494	135.24	2	25 0	9 1½	3	2	
3,731	do	224.66		424.13		7	214,959	146.83	2	25 2	9 0	4	2	
		527.58		627.13		7	206,907	141.33	1	25 2	9 0	4	1	
		324.88		422.91		7	139,710	127.24	1	25 0	9 1½	3	1	
									1	18 1½	8 10½			
430	do	224.88		126.33		7	81,947	111.96	1	25 1½	8 11½			
19,037	do	1328.32		1426.47		7	266,206	181.98	1	9 6	6 10	2	1	
6,136	do	1531.66		1629.40		7	217,504	148.63	1	10 0	6 10			
		1328.13		1426.91					2	40 0	9 0	4	2	12
2,795	July 1, 1890	1526.22		1626					102	35 3	8 10	4	1	
6,374	do	13		14					102	40 1	9 0			
5,618	do	13		14										
3,193	do	13		14										
29,393	do	15		16										
21,367	do	533.10 724.22		632.02 826.06		7	417,965	190.33	24	60 0	9 4	6	2	244
						7	417,965	190.33	3	50 0	9 4	6	2	

¹⁶ Trains 1 and 2 between Kansas City and Springfield, Mo. (202.66 miles); trains 3 and 4 between Kansas City and Willow Springs, Mo. (293.66 miles).

¹⁷ Trains 5 and 6 between Springfield, Mo., and Memphis, Tenn. (282.66 miles); trains 3 and 4 between Willow Springs, Mo., and Memphis, Tenn. (190.86 miles).

¹⁸ Distance (101.50 miles) covered by Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.

¹⁹ Whole cars.

²⁰ Reserve one line of 40-foot cars paid for over whole route.

²¹ Distance (38.80 miles) covered by Columbus, Nebr., and Kansas City, Mo., R. P. O.

²² Balance of route (12.07 miles) covered by Lincoln, Nebr., and Concordia, Kans., R. P. O.

²³ Balance of route (41.20 miles) covered by Hastings, Nebr., and Oberlin, Kans., R. P. O.

²⁴ Eleven helpers; six on trains 5 and 6 (four between Kansas City, Mo., and Great Bend, Kans., and two between Kansas City, Mo., and Osage City, Kans.); five on trains 7 and 8 (four between Kansas City, Mo., and Great Bend, Kans., and one between Kansas City, Mo., and Osage City, Kans.).

²⁵ Authorized: One 60-foot line between Kansas City, Mo., and La Junta, Colo., and one 50-foot line between Kansas City, Mo., and Pueblo, Colo.

²⁶ Balance of route 155010, between Atchison and Topeka, Kans. (50.69 miles), covered by the Atchison and Topeka, Kans., R. P. O.

²⁷ These cars are run between Kansas City, Mo., and Albuquerque, N. Mex.; between La Junta, Colo., and Albuquerque, N. Mex., for the La Junta, Colo., and Albuquerque, N. Mex., R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title to railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>West Division—La Junta to Pueblo, Colo.</i>	...	64.66	Newton, Wichita, Kans. (Atch., Top. and Santa Fé).	155011 (part)	(¹)
Short run, Kansas City, Mo., to Wichita, Kans.	...	228.75			
Kansas City, Mo., Salina, Kans., and Pueblo, Colo.	7	.....	Kansas City, Mo., Paola, Kans. (K. C. and So. West.). Paola, Osawatomie, Kans. (Mo. Pac.)	155001 155031	54.07 (⁹)
East Division, Kansas City, Mo., to Hoisington, Kans.	...	300.64	Osawatomie, Ottawa, Kans. (Mo. Pac.) ...	(part) 165033	21.40
West Division, Hoisington, Kans., to Pueblo, Colo.	...	339.49	Ottawa, Council Grove, Kans. (C. G., O. C. and O.). Council Grove, Salina, Kans. (Top., Sal. and West.). Salina, McCracken, Kans. (Kans. and Colo.). McCracken, Kans., Towner, Colo. (Den., Mem. and Atl.). Towner, Pueblo, Colo. (Pueblo and State Line).	155067 155050 155070 155084 165036	71 71.25 125.78 141.54 150.48
Kansas City, Mo., and Wellington, Kans. ⁴	7	270.40	Kansas City, Mo., Ottawa, Kans. (Atch., Top. and Santa Fé). Ottawa, Cherryvale, Kans. (Atch., Top. and Santa Fé). Cherryvale, Wellington, Kans. (Atch., Top. and Santa Fé).	155006 155004 (part) 155005 (part)	58.76 ⁹ 77.80 ¹⁰ 113.42
Kearney and Callaway, Nebr.	6	66.89	Kearney, Callaway, Nebr. (Kearney and B. Hills).	157003	66.08
Keene, N. H., and South Vernon (n.o.), Vt.	1	24.35	Keene, N. H., South Vernon, (n.o.), Vt. (Conn. Riv.).	104056	23.93
Kempton and Bloomington, Ill.	6	57.77	Kempton, Bloomington, Ill. (Ill. Cent.).	¹¹ 135002 (part)	58.11
Kenedy and Corpus Christi, Tex.	11	90	Kenedy, Corpus Christi, Tex. (S. A. and A. P.).	¹² 150033 (part)	90
Kenosha, Wis., and Rockford, Ill.	10	73.42	Kenosha, Wis., Rockford, Ill. (Chi. and Nor. West.).	139011	73.71
Kenova and Dunlow, W. Va.	3	48.15	Kenova, Dunlow, W. Va. (Norfolk and Western).	116020	48.16
Keokuk, Iowa, and Clayton, Ill.	6	43.09	Keokuk, Iowa, Clayton, Ill. (Wabash)....	138061	42.85
Keokuk and Humeston, Iowa.	6	132.05	Keokuk, Humeston, Iowa, (Keo. and West.).	¹³ 145015 (part)	131.38
Ketchum and Shoshone, Idaho.	6	70	Ketchum, Shoshone, Idaho (O., S. L. and Utah North.).	170001	70.08
Keysville, Va., and Raleigh, N. C.	3	114.69	Keysville, Va., Durham, N. C. (R. and D.). Durham, Raleigh, N. C. (R. and D.).....	114032 118004	87.98 (¹⁴)
Killbuck and Trinway, Ohio.	5	38.91	Killbuck, Trinway, Ohio (Cleve., Akron, and Col.).	131102	34.14
Kington and Goshen, N. Y.	2	44.28	Kington, N. Y., Montgomery, N. Y. (Walkill Val.). Montgomery, N. Y., Goshen, N. Y. (N. Y., L. E. and W.).	107083 107009	33.11 10.49
Knobel and Helena, Ark.	11	141.11	Knobel, Forrest City, Ark. (St. L., I. M. and S.). Forrest City, Helena, Ark. (St. L., I. M. and S.).	147012 147008	97.48 43.63

¹ 27.10 miles distance on route 155011, covered by the Newton, Kans., and Galveston, Tex., R. P. O.² In reserve.³ These cars are run between Kansas City, Mo., and Mullinville, Kans., between Wichita and Mullinville, Kans., for Wichita and Mullinville, Kans., R. P. O.⁴ 2 helpers five days each week each way between Kansas City, Mo., and Council Grove, Kans. (151.59), and two days each week each

way, between Kansas City, Mo., and meeting point.

⁶ 6.88 miles distance on route 155031, covered by the Holden, Mo., and Coffeyville, Kans., R. P. O.⁸ Double daily service, Kansas City, Mo., to Independence, Kans.⁷ Clerks on trains 201 and 202 run between Kansas City, Mo., and Independence, Kans., distance from register to register, 165.90 miles.⁹ 1 helper six days each week between Kansas City, Mo., and Garnett, Kans., 83 miles.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
21,367	July 1, 1890	7	27.75	8	28.65	7	47,331	129.32	22 24 21 11 31	60 0 50 0 23 5 20 9 20 0	9 4 9 4 9 3 9 3 9 3	1	1	
		113	26.66	114	25.87	7	167,445	114.38	3 1 1	20 9 20 0 20 6	9 3 9 3 9 3	4	2	
3,610	do	222	24.03	222	24.36	7			1	19 9	9 2			*10
1,761	do	221		221					1	20 2	9 2			
2,337	do	221	18.63	222	19.92		220,068	150.32				4	1	
2,042	do	201	18.63	202	19.92		248,507	169.75				4	1	
1,888	do	201	26.66	202	27.52									
1,888	do	201	24.52	202	26.14									
1,600	do	201	27.16	202	32.01									
1,290	do	201	29.06	202	31.59									
1,063	do	201	31.16	202	32.15									
5,348	do	201	32.36	202	32.88	7	121,439	110.60	1	26 2	9 3	3	1	*12
2,906	do	203	18.79	204	23.44	7	197,933	135.25	1	21 0 28 3	9 3 9 1	4	2	
1,740	do								1	20 0	9 9			
324	Nov. 25, 1890	1	23.29	2	22.93	6	42,006	133.78	1	23 8	9 2			
728	July 1, 1889	1	18.24	3	26.17	6	15,292	97.40	1	14 6	7 0	1	1	1
343	July 1, 1891	32	24	23	26.17	6	15,292		1	9 0	6 10	1	1	1
689	July 1, 1890	391	10.35	304	23.11	6	36,279	115.54	1	15 0	7 2	1	1	1
1,918	July 1, 1891	324	54	4	24	6	56,520	180	2	9 9 17 0	6 11 9 2	1	1	1
		471	12.42	410	15.66	6	46,107	146.84	1	13 6	7 3	1	1	1
		2	10.96	1	10.96	6	28,982	92.03	1	5 11	5 11	1	1	1
567	July 1, 1891	42	24.62	43	24.62	6	27,060	86.18	1	17 5	8 7	1	1	1
993	do	1	25.15	4	24	6	82,927	132.05	2	11 2 10 8	7 0 7 0	2	1	2
365	July 1, 1890	18	17.50	17	17.50	6	43,960	140	1	16 8 15 11	8 11 8 10	1	1	1
729	July 1, 1889	15	24.01	16	23.59	7	83,953	114.69	1	15 9	9 2	1	1	1
3,010	July 1, 1892	38	22.66	35	22.66	6	21,295	67.32	1	19 6 9 6	9 10 9 1	2	1	2
214	July 1, 1889								1	15 2	8 6	1	1	1
588	do	4	28.28	1	28.28	6	27,795	88.52	1	17 4	9 0	1	1	1
605	do	4	24.99	1	18.18	6			1	14 10	8 3			
1,174	July 1, 1890	65	23.84	66	23.87	7	103,293	141.11	(16) 21 1	18 0 16 0 8 6	8 10 9 2 7 8	(7) 2	1	2
777	do								1					

* 27.39 miles of route 155004, between Lawrence and Ottawa, Kans., covered by the Lawrence and Gridley, Kans., R. P. O. and 16.66 of same, between Cherryvale and Coffeyville, Kans., covered by closed-pouch service, Cherryvale and Coffeyville R. R. See Table C.

18.13 miles of route 155005, Wellington and Hunnewell, Kans., covered by closed-pouch service, Wellington and Hunnewell, Kans., R. R. See Table C.

11 Balance of route (28.26 miles) covered by Kankakee and Kankakee Junction, Ill., R. P. O.

12 Balance of route between San Antonio and Kennedy, Tex., covered by Houston and San Antonio, Tex., R. P. O. (60.47 miles).

13 Balance of route (17.94 miles) covered by Humeaton and Shenandoah, Iowa, R. P. O.

14 26.60 miles covered by the Goldsboro and Greensboro, R. P. O.

15 Cars and clerks shown on route 107083.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Knoxville and Hannicutt, Tenn. ¹	5	<i>Miles.</i> 56.18	Knoxville, Clinton, Tenn. (East Tenn., Va. and Ga.). Clinton, Keathley, Tenn. (East Tenn., Va. and Ga.). Keathley, Hannicutt, Tenn. (Cin., New Orl. and Tex. Pac.).	127008 (part) 127022	(¹) 30.57
Knoxville, Tenn., and Marietta, Ga.	4	204	Knoxville, Tenn., Blue Ridge, Ga. (M. and N. Ga. R. R.). Blue Ridge, Marietta, Ga. (M. and N. Ga. R. R.).	127034	122.34
Knoxville and Maryville, Tenn.	3	18.49	Knoxville, Maryville, Tenn. (Knox. and Augusta).	121030 127014	83.11 17.78
Knox, Ind., and Streator, Ill. . .	6	119.65	Knox, Ind., Streator, Ill. (Ind., Ill. and Iowa).	135082	119.25
Kokomo, Ind., and Louisville, Ky. ²	5	166.09	Kokomo, Indianapolis, Ind. (Pitts., Cin., Chic. and St. L.). Indianapolis, Ind., Louisville, Ky. (Pitts., Cin., Chic. and St. L.).	133065 133007	..... 111.26
Lacrosse, Wis., and Dubuque, Iowa.	10	122.47	Lacrosse, Wis., Dubuque, Iowa (C., M. and St. P.).	143012	121.60
Lacrosse, Wis., and Mankato, Minn.	10	188.74	Lacrosse, Wis., Wells, Minn. (C., M. and St. P.).	141023	(³)
Lacrosse, Wis., and Woonsocket, S. Dak.	10	400.43	Wells, Mankato, Minn. (C., M. and St. P.). Lacrosse, Wis., Flandreau, S. Dak. (C., M. and St. P.). Flandreau, Egan, S. Dak. (C., M. and St. P.).	141024 141023 159003 (part) 159004	38.30 311.29 4.43 85.29
Lafayette Ind., and Cincinnati, Ohio. ³	5	175.92	Egan, Woonsocket, S. Dak. (C., M. and St. P.). Lafayette, Indianapolis, Ind. (Cleve., Cin., Chic. and St. L.). Indianapolis, Ind., Cincinnati, Ohio (Cleve., Cin., Chic. and St. L.).	133005 133003	(⁴) (⁵)
Lafayette, Ind., and Quincy, Ill.	6	271	Lafayette, Ind., Quincy, Ill. (Wabash).	131019 (part) 165006	271.15 347.62
La Junta, Colo., and Albuquerque, N. Mex.	7	347.74	La Junta, Colo., Albuquerque, N. Mex. (Atch., Top. and Santa Fé.).	137084 (part) 141029	53.49 44.15
Lake Ann and Manistee, Mich.	9	51.90	Lake Ann, Manistee, Mich. (M. and N. E.).	143052 (part) 135022	66.32 45.30
Lake Crystal, Minn., and Eagle Grove, Iowa.	10	110.48	Lake Crystal, Elmore, Minn. (C., St. P., M. and O.). Elmore, Minn., Eagle Grove, Iowa (Chi. and Nor. West.).	102006 (part) 102001	136.30 (⁶)
Lake Station, Ind., and Joliet, Ill.	6	45.68	Lake Station, Ind., Joliet, Ill. (Mich. Cent.).	104016 (part) 110027	(⁷) (⁸)
Lancaster, N. H., and Boston, Mass.	1	212.03	Lancaster, Concord, N. H. (Con. and Mont.). Concord, Nashua, N. H. (Con. and Mont.). Nashua, N. H., Boston, Mass. (Bos. and Me. So. Div.).	110032 (part) 110032	69.30
Lancaster, Pa., and Frederick, Md.	2	81.67	Lancaster, Pa., Columbia, Pa. (Penna.). Columbia, Pa., Frederick, Md. (Penna.).		

¹ Covered by Louisville and Knoxville R. P. O. (20.70 miles).² This line was formerly Keathley and Knoxville R. P. O. December 7, 1891, run extended to Hannicutt, Tenn., increasing distance 4.30 miles.³ Covered by Cincinnati and Chattanooga R. P. O. (4.30 miles).⁴ Remainder of route (26.89 miles) in Murphy and Blue Ridge R. P. O.⁵ 2 cars in reserve.⁶ This line was formerly the Indianapolis and Louisville R. P. O. January 27, 1892, run extended to Kokomo, Ind., increasing distance 54 miles.⁷ 3 helpers, running between Indianapolis and Louisville, two weeks on and one off.⁸ Balance of route covered by Chicago, Ill., and McGregor, Iowa, R. P. O. (43.60 miles), and be-

tween Sabula Jct. and Clinton, Iowa (16.46 miles), by closed-pouch service. (See Table C.)

⁹ Distance (150.56 miles) covered by Lacrosse, Wis., and Woonsocket, S. Dak., R. P. O.¹⁰ 1 in reserve.¹¹ In reserve.¹² East division, Lacrosse, Wis., to Jackson, Minn. (216.41 miles).¹³ West Division, Jackson, Minn., Woonsocket, S. Dak. (185.34 miles).¹⁴ Balance of route (34.91 miles) covered by Egan, S. Dak., and Sioux City R. P. O.¹⁵ Covered by Chicago and Cincinnati R. P. O. (64.60 miles).¹⁶ Clerks appointed to Chicago and Cincinnati R. P. O. and shown with that line.¹⁷ This is the short run of the Chicago and Cincinnati R. P. O., established January 13, 1892.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
2,033	July 1, 1892	20 25.67	19 20.80	7	39,578	112.36	1	15 0	9 5	1	1	1		
1,883	do	20 25.67	19 20.50	7										
18,092	do	20 25.80	19 25.80	7										
317	do	1 21.80	2 22.42	7	149,328	136	3	11 0	7 0	3	1	3		
581	do													
272	do	1 13.80	2 13.86	6	11,611	34.98	1	7 11	6 0	1	1	1		
393	July 1, 1891	1 11.40	6 18.17	6	75,140	119.65	1	15 0	7 2	2	1	2		
3,657	July 1, 1892	18 34.35	13 29.52	7	98,287	165.09	1	14 0	7 0	2	1	7		
6,409	do	18 34.35	13 29.52	7	98,287		1	19 10	9 0	2	1	7		
3,311	July 1, 1891	6 24.60	5 21.66	6	76,911	122.47	1	22 0	9 4	2	1	2		
2,444	do	3 18.18	2 16.50	6	118,529	129.16	1	20 0	9 4	3	1	3		
409	do						10 8	20 0	9 1					
2,444	do	1 23.74	4 22.44	6	135,905	108.20	3	26 0	9 3	12 4	1	7		
1,094	July 1, 1890			6	116,393	123.56	2	26 2	9 3	12 3	1			
1,450	do													
35,168	July 1, 1892	2 } 23.71	3 } 27.06	6	40,609	175.92	2	24 4	9 4	2	1	(10)		
34,306	do	2 } 23.71	3 } 27.06	6										
18,486	July 1, 1888	45 20.58	44 26.44	6	170,188	135.50	20 8	50 0	9 3	4	2	15		
8,446	July 1, 1890	3 21.85	4 24.83	7	254,546	139.11	(20)	60 0	9 4	5	2	11		
361	July 1, 1892	2 28.05	1 29.94	6	1,863	103.30	1	22 0	9 0	1	1	1		
818	July 1, 1891	13 31.02	18 17.60	6	69,381	110.48	2	12 7	7 9	2	1	2		
1,145	do	10 28.38	9 28.38				10 1	14 10	7 6 1/2					
98	do	141 27.40	144 30.45	6	28,687	91.36	1	12 2	7 5					
2,853	July 1, 1889	54 17.82	15 17.38	6	133,155	106.01	1	27 8	8 10	4	2	9		
13,788	do						1	25 8	8 10					
15,018	do	54 28.04	15 27.39											
1,177	do	267 22.65	264 22.34	6	51,289	81.67	1	20 0	8 6	2	1	2		
742	do	404	401	6			(21)			(21)				

¹⁰ Covered by Chicago and Cincinnati R. P. O. (111.40 miles).¹¹ Balance of route (203.10 miles) covered by Toledo, Ohio, and St. Louis, Mo., R. P. O.¹² 1 car in reserve; 1 line of 40-foot cars paid for over whole route.¹³ 2 helpers between Lafayette and Jacksonville and deadhead back on train No. 42: 1 clerk detailed as chief clerk at Quincy, Ill.; 1 clerk detailed to clerical duty at office superintendent Chicago, Ill.; 2 clerks detailed to transfer duty at Quincy and 1 at Decatur, Ill.¹⁴ 177.20 miles of route 165006, Albuquerque to Rincon, N. Mex., covered by Albuquerque, N. Mex. and El Paso, Tex., R. P. O., and 53.59 miles of same, Rincon to Deming, N. Mex., by the Rincon and Silver City, N. Mex., R. P. O.¹⁵ Cars shown in Kansas City, Mo., and Pueblo, Colo., R. P. O.¹⁶ One clerk detailed to transfer service, La Junta, Colo.¹⁷ Balance of route (98.34 miles) covered by Tama and Hawarden, Iowa, R. P. O.¹⁸ 1 clerk as transfer clerk, Manchester, N. H.¹⁹ Balance of route covered by closed pouch service between Lancaster and Groveton Jct. (n.o.) (9.20 miles). See Table C.²⁰ Covered by St. Albans and Boston R. P. O. (35.84 miles).²¹ Covered by St. Albans Boston R. P. O. (40.62 miles).²² 12.10 miles covered by Lancaster and Harrisburg R. P. O.²³ Cars and clerks shown on route No. 110027.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lancaster, Wis., and Galena, Ill.	10	70.15	Lancaster, Lancaster Jct. (n. o.), Wis. (Chi. and No. West.). Ipawich, Platteville, Wis. (Chi. and No. West.). Lancaster Jct. (n. o.), Wis., Galena, Ill. (Chi. and No. West.).	139042 (part) 139043 139025 (part)	(¹) 4.38 57.76
Lancaster and Harrisburg, Pa.	2	40.87	Lancaster, Pa., Middletown Pa. (Penna.) Middletown, Pa., Harrisburg Pa. (Penna.)	110027 110001 (part)	30.90 (²)
Lancaster, N. H., and Montpelier, Vt.	1	82.75	Lancaster, N. H., Wells River, Vt. (Conn. and Mont.). Wells River, Montpelier, Vt. (Mont. and Wells Riv.).	102006 (part) 108012	(³) 38.85
Langdon and Larimore, N. Dak.	10	76.34	Langdon, Larimore, N. Dak. (St. P., M. and M.).	167003 (part)	75.91
Lansing and Hillsdale, Mich.	9	65.68	Lansing, Jonesville, Mich. (L. S. and M. S.). Jonesville, Hillsdale, Mich. (L. S. and M. S.).	137005 131095 (part)	60.95 (¹⁰)
Larimore, N. Dak., and Breckenridge, Minn.	10	131.30	Larimore, Everest, N. Dak. (St. P., M. and M.). Portland Jct. (n. o.), Ripon, N. Dak. (St. P., M. and M.). Ripon, N. Dak., Breckenridge, Minn. (St. P., M. and M.).	1161003 (part) 161004 161001 (part)	79.03 41.30 63.32
Larned and Jetmore, Kans.	7	46.94	Larned, Jetmore, Kans. (Atch., Top. and Santa Fé).	155061 (part)	46.94
Lawrence and Gridley, Kans.	7	84.23	Lawrence, Ottawa, Kans. (Atch., Top. and Santa Fé). Ottawa, Burlington, Kans. (Atch., Top. and Santa Fé). Burlington, Gridley, Kans. (Atch., Top. and Santa Fé).	155004 (part) 155019 155080	1427.39 46.68 11.13
Lawrenceville and Mills, Pa.	2	35.20	Lawrenceville, Pa., Mills, Pa. (F. B. C. Co.).	110139	35.20
Leavenworth and Lawrence, Kans.	7	35.27	Lawrence, Leavenworth, Kans. (Union Pacific).	155002	34.88
Leavenworth and Meriden Junction (n. o.), Kans.	7	48.07	Leavenworth, Meriden Junc. (n. o.), Kans. (Leav., Top. and So. West.).	155038	47.68
Leavenworth and Miltonvale, Kans.	7	.....	Leavenworth, Miltonvale, Kans. (Kans. Cent.).	155013	105.94
East Division—Leavenworth to Garrison.	.....	117.08	.....	.....	.....
West Division—Garrison to Miltonvale.	4	49.53	.....	.....	.....
Leavittsburg and Dayton, Ohio.	5	224.56	Leavittsburg, Dayton, Ohio (N. Y., Lake Erie, and Western).	1613034 (part)	224.04
Lebanon and Cincinnati, Ohio	5	30.33	Lebanon, Cincinnati, Ohio (Cin., Leb. and North.).	131078 (part)	31.10
Lebanon and Greensburg, Ky.	5	31.68	Lebanon, Greensburg, Ky. (Louis. and Nash.).	129024	32.27
Lebanon and Nashville, Tenn.	5	32.04	Lebanon, Nashville, Tenn. (Nash., Chatt. and St. L.).	127001	31.52
Leeds and Jamestown, N. D.	10	108.57	Leeds, Jamestown, N. Dak. (Nor. Pac.).	161006	108.30

¹ Distance (12.28 miles) covered by Milwaukee, Wis., and Lancaster, Wis. R. P. O.² Balance of route (18.53 miles) covered by Woodman and Lancaster Junction (n. o.) closed pouch service. (See Table C.)³ In reserve.⁴ 9 miles covered by New York and Pittsburg R. P. O.⁵ Cars and clerks shown on route No. 110027.⁶ Covered by Lancaster and Boston R. P. O. (48.3 miles).⁷ Balance of route covered by Lancaster and Boston R. P. O. (93 miles) and closed pouch service

between Lancaster and Groveton Junction (n. o.) (9.20 miles). (See Table C.)

⁸ Balance of route (79.03 miles) covered by Larimore, N. Dak., and Breckenridge, Minn., R. P. O.⁹ Run over route 131095, Jonesville to Hillsdale, Mich., 4.50 miles.¹⁰ Shown in report of New York and Chicago R. P. O.¹¹ Balance of route (75.91 miles) covered by Langdon and Larimore, N. Dak., R. P. O.¹² Balance of route (29.84 miles) covered by Hope

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	A ^v speed (miles).	Train No. inward.	A ^v speed (miles).					Length.	Width.			
<i>Lls.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,497	July 1, 1891	120	15.46	121	19.38	0	44,054	140.80	1	14 6 1	7 6 5 11	1	1	1
202	do													
831	do													
1,177	July 1, 1889	65	22.87	62	22.94	6	25,666	81.74	(5)	24 0	9 0	(5)	1	1
128,217	do	65		62		6								
2,853	do	78	25.98	123	40	6	51,967	165.50	1	17 9	6 8	1	1	1
908	do	78	29.02	127	31									
563	July 1, 1890	82	17.65	81	11.88	6	47,941	152.68	1	15 8	8 8	1	1	1
682	July 1, 1892	152	18.04	155	24.97	6	41,247	181.36	1	15 0	9 4	1	1	1
		152	18.04	155	24.97	6								
563	July 1, 1890	48	17.56	47	19.68	6	82,456	131.30	1	24 7	9 4 1	2	1	2
854	do								1	24 6	9 0			
208	do													
208	do	267	20.15	368	20.86	6	29,478	93.88	1	11 9	7 3	1	1	1
2,906	do	213		206		6	52,896	84.23	1	11 11	7 6 1	2	1	2
487	do	205	18.80	214	19.06				1	11 9	7 3			
96	do													
725	July 1, 1889	1	21.47	8	25.50	6	22,106	140.80	1	10 10	7 3	1	1	1
		7 24		6	22.62	6	22,106							
290	July 1, 1890	107	22.08	108	22.08	16 6	18,264 3	70.54	1	15 0	5 2	1	1	1
218	do	113	17.34	114	17.34	6	30,188	96.14	1	21 4	8 6	1	1	1
636	do													3
		101	12.27	102	13.85	6	73,526	117.08	1	14 7	6 6	2	1	
									1	24 1	9 4			
		103	12.88	104	11.58	6	81,105	99.06	1	14 0	7 6	1	1	
3,581	July 1, 1892	5	31.26	4	30.54	6	141,024	112.28	5	25 0	9 0	17 4	1	8
		8	22.40	12	25.50	7	164,378					16 4	1	
604	do	16	20.73	3	20.73	6	22,849	60.66	1	8 0	5 6	1	1	1
									1	9 9	5 6			
420	do	79	11.72	78	12.09	6	19,895	63.36	1	9 6	7 0	1	1	1
1,437	do	150	25.20	151	25.20	27 6	20,119	128.16	1	21 0	6 9	1	1	1
		152	13.50	153	13.50	6	20,119							
719	July 1, 1890	138	12.30	131	9.78	6	68,069	108.39	1	24 8	8 10	2	1	2
									1	24 8	8 10			
									1	23 7	8 10			

and Ripon, N. Dak., closed-pouch service. (See Table C*.)

¹²In reserve.¹⁴97.80 miles of route 155004, between Ottawa and Cherryvale, Kans., covered by the Kansas City, Mo., and Wellington, Kas., R. P. O., and 16.66 of same, between Cherry Vale and Coffeyville, Kans., covered by closed-pouch service. See Table C*, Cherry Vale and Coffeyville, Kans., R. R.¹⁵Seven times a week, July 1 to August 22, 1892 (53 days), and six times a week for balance of year (268 days).¹⁶Balance of route (164.50 miles) covered by line in second division.¹⁷Day line.¹⁸Night line.¹⁹This line was formerly Dodds and Cincinnati R. P. O. June 11, 1892, curtailed to begin at Lebanon, decreasing distance 6.39 miles.²⁰Balance of route, Lebanon to Dodds, Ohio (6.50 miles), covered by closed-pouch service. (See Table C*.)²¹In reserve.²²Clerk makes two round trips daily, except Sunday.

TABLE A^a—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lenoir, N. C., and Chester, S. C.	4	109.65	Lenoir, Hickory, N. C. (Rich. and Dan. R. R.).	118028	20.51
			Hickory, N. C., Chester, S. C. (Rich. and Dan. R. R.).	120007	89.91
Lenox and Jackson, Mich.	9	106.68	Lenox, Jackson, Mich. (G. T.)	137033	106.47
Lexington and Jackson, Ky.	5	94.67	Lexington, Dodge, Ky. (Ky. Union)	129045	27.04
			Dodge, Jackson, Ky. (Ky. Union)	129033	67.42
Lexington and Louisville, Ky.	5	95.30	Lexington, La Grange, Ky. (Louis. and Nash.).	129003	67.32
			LaGrange, Louisville, Ky. (Louis. and Nash.).	129004 (part)	(¹)
Lincoln and Alma, Nebr.	6	224.96	Lincoln, Valparaiso, Nebr. (Om. and Rep. Valley).	157014	(²)
			Valparaiso, Stromburg, Nebr. (Om. and Rep. Valley).	157008 (part)	53.10
			Stromburg, Fairfield, Nebr. (K. C. and Omaha).	157045	65.28
Lincoln, Nebr., and Concordia, Kans.	6	143.12	Fairfield, Alma, Nebr. (K. C. and Omaha)	157033	87.50
			Lincoln, Crete, Nebr. (B. and M. R. in Nebr.).	157002 (part)	(³)
			Crete, Beatrice, Nebr. (B. and M. R. in Nebr.).	157006	30.57
			Beatrice, Odell, Nebr. (B. and M. R. in Nebr.).	157016 (part)	12.07
			Odell, Nebr., Concordia, Kans. (B. and M. R. in Nebr.).	157028	72.11
Lincoln, Nebr., and Deadwood, S. Dak.	6	579.26	Lincoln, York, Nebr. (B. and M. R. in Nebr.).	157005 (part)	51.70
			York, Aurora, Nebr. (B. and M. R. in Nebr.).	157011 (part)	22.75
			Aurora, Grand Island, Nebr. (B. and M. R. in Nebr.).	157027	19.96
			Grand Island, Nebr., Dudley, S. D. (B. and M. R. in Nebr.).	157038 (part)	380.14
			Dudley, Deadwood, S. D. (B. and M. R. in Nebr.).	159026	107.90
Lincoln, Nebr., and Manhattan, Kans.	7	133.08	Lincoln, Nebr., Marysville, Kans. (Om. and Rep. Valley).	157013	79.08
			Marysville, Manhattan, Kans. (Om. and Rep. Valley).	155054	55.56
Linwood and Superior, Nebr.	1	122.61	Linwood, Superior, Nebr. (Free. Elk, and Mo. Val.).	157056	122.91
Litchfield and Kampsville, Ill.	6	58.68	Litchfield, Barnett, Ill. (Jack. So. East.).	135046 (part)	(⁴)
			Barnett, Kampsville, Ill. (Jack. So. East.).	135060	51.99
Litchfield and Hawleyville, Conn.	1	32.75	Litchfield, Hawleyville, Conn. (Shep., Litch. North.).	106019	32.86
Little Rock, Ark., and Monroe, La.	11	194.80	Little Rock, McGehee, Ark. (St. L., I. M. and S.).	147007 (part)	102.60
			McGehee, Ark., State Line (n. o.). La. (Houst. Cent., Ark. and Northern).	147027	46.04
			State Line (n. o.), Monroe, La. (Houst. Cent., Ark. and Northern).	149001 (part)	46.16

¹ This line is divided at Pontiac, Mich.² 1 clerk runs from Lenox to Pontiac and return (70 miles), and 1 clerk runs from Pontiac to Jackson, Mich., and return, 141 miles. Service of both divisions daily, except Sunday.³ One car in reserve.⁴ Clerks make two round trips daily, except Sunday.⁵ Covered by Cincinnati and Nashville R. P. O., (27 miles).⁶ Distance (20.13 miles) covered by Omaha and Beatrice, Nebr., R. P. O.⁷ Balance of route (37.68 miles) covered by Omaha and Beatrice, Nebr., R. P. O.⁸ Distance (20.10 miles) covered by Pacific Juno., Iowa, and McCook, Nebr., R. P. O.⁹ Short run, Lincoln to Wymore, Nebr., 62.15 miles.¹⁰ Balance of route (108.18 miles) covered by Kansas City, Mo., and Oxford, Nebr., R. P. O.¹¹ Balance of route (27.56 miles) covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O., and (58.15 miles) covered by Red Oak, Iowa, and Lincoln, Nebr., R. P. O.¹² Whole cars. One in reserve.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks ap- pointed to line.	
		Train No. outward.	Av'g speed (miles).	Train No. inward.					Av'g speed (miles).	Length.				Width.
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>				
369	July 1, 1892	11	17.48	12	17.68	6	68,860	109.65	2	13 6	7 0	2	1	2
406	do													
561	do	85	15.60	86	14.52	6	66,995	106.68	1	20 0	8 4	2	1	2
		23	24.88	26	22.26	6	66,995	106.68	1	17 8	7 0			
549	do	2	17.80	1	15.30	6	59,453	189.34	2	17 3	7 1	1	1	1
446	do	2	17.80	1	15.30	6								
2,052	do	21	29.76	18	23.58	46	59,848	127.06	2	18 6	9 1	3	1	3
		17	26.94	22	23.58	6	59,848		1	14 7	9 1			
29,865	do	21	29.76	18	23.58	6								
		17	26.94	22	23.58	6								
1,511	July 1, 1890	48	23.57	51	24.92	6	141,274	168.72	1	10 5	9 0	3	1	3
1,734	do	49	23.57	50	24.92	6			1	12 2½	6 6			
973	do	5	25.92	6	25.92				1	13 8	8 11			
901	do	23	13.41	24	12.43									
12,509	do	89	27.26	90	25.25	6	89,879	143.12	2	21 0	9 0	2	1	3
		91	31.07	92	29.83	7	45,493	124.30	2	21 0	9 0	1	1	
2,796	do	89		90										
		91		92										
5,618	do	89		90										
963	do	89		90										
1,949	do	41	23.96	42	23.88	7	185,810	126.92	19	40 0	9 2	12	2	13
		43		44		7	238,170	162.68	2	9 0	8 9	14	1	
		41		42										
1,932	do	43	25.09	44	26.28	6	58,046	184.86	1	18 4	6 11	16	1	
		41		42										
2,456	do	43		44										
1,290	do	41		42										
490	Mar. 23, 1891	201		202										
1,180	July 1, 1890	45	25.35	46	22.52	7	97,415	133.08	19	15 2	7 5	2	1	2
840	do													
549	do	17	27.24	18	29.42	6	76,999	122.61	1	20 0	9 3	2	1	2
									1	12 2½	7 2½			
867	do	44		45		6	36,851	117.36	1	12 7	7 0	1	1	1
		44	12.80	45	19.56				1	10 5½	7 5½			
223	July 1, 1891	1	24.21	6	24.21	0	20,566	65.50	1	6 0	6 4	1	1	1
424	July 1, 1889								1	6 0	6 3			
									2	6 5	6 3			
1,383	July 1, 1890	221	20.32	222	19.97	7	142,593	129.86	2	17	9 5	3	1	3
514	Apr. 30, 1891													
364	May 7, 1891													

¹² East Division Lincoln to Seneca, Nebr., 253.33 miles.¹⁴ West Division Seneca, Nebr., to Deadwood, S. Dak., 325.92 miles.¹⁵ Balance of route (19.25 miles) covered by Aurora and Arcadia, Nebr., R. P. O.¹⁶ Short run, Lincoln to Grand Island, Nebr., 92.43 miles.¹⁷ Balance of route (44.84 miles) covered by Dudley, S. Dak., and Newcastle, Wyo., pouch service.¹⁸ Omaha and Beatrice, Nebr., R. P. O., also runs¹⁹ Over this line between Lincoln and Beatrice, Nebr.

no car in reserve.

²⁰ Distance (6.50 miles) covered by Springfield and Mt. Vernon, Ill., R. P. O.²¹ Reserve.²² Reserve car.²³ 7.35 miles of route covered by Arkansas City and Warren, Ark., R. P. O., and 5 miles, between McGehee and Trippe, Ark., covered by closed-pouch service. (See Table C.)²⁴ Balance of route covered by closed-pouch service (19.90 miles). (See Table C.)

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lock Haven and Harrisburg, Pa.	2	118.63	Lock Haven, Pa., Williamsport, Pa. (Penna.). Williamsport, Pa., Sunbury, Pa. (Penna.) Sunbury, Pa., Harrisburg, Pa. (No. Cent.)	110022 (part) 110006 118002 (part)	(1) (2) (2)
Lock Haven and Tyrone, Pa.	2	60.46	Lock Haven, Pa., Tyrone, Pa. (Penna.) . . .	110038	54.99
Logan and Athens, Ohio	5	26.97	Milesburg, Pa., Bellefonte, Pa.	110083	2.50
Logan and Nelsonville, Ohio.	5	32.46	Logan, Athens, Ohio (Col., Hock, Val. and Tol.).	131036 (part)	27.97
			Logan, New Straitsville, Ohio (Col., Hock Val. and Tol.).	131084 (part)	12.74
			New Straitsville, Nelsonville, Ohio (Col., Hock Val. and Tol.).	131077	19.80
Logansport, Ind., and Columbus, Ohio.	5	197.43	Logansport, Ind., Bradford, Ohio (Pitts., Cin., Chic. and St. L.).	133017	114.66
			Bradford, Columbus, Ohio (Pitts., Cin., Chic. and St. L.).	131015 (part)	(11)
Logansport, Ind., and Keokuk, Iowa.	6	283.02	Logansport, Ind., Effner, Ill. (Chic., St. Louis and Pitts.).	133014 (part)	61.27
			Effner, Ill., Keokuk, Iowa (Tol., Peo. and West.).	135027 (part)	222.35
Long Pine, Nebr., and Deadwood, S. Dak.	6	341	Long Pine, Nebr., Rapid City, S. Dak. (Free., Elk. and Mo. Val.).	157010 (part)	297.04
			Rapid City, Whitewood, S. Dak. (Free., Elk. and Mo. Val.).	159020 (part)	36.93
			Whitewood, Deadwood, S. Dak. (Free., Elk. and Mo. Val.).	159024	9.64
Los Angeles and Santa Ana, Cal.	8	34.23	Los Angeles Sta. (n. o.), Santa Ana, Cal. (So. Pac. R. R.).	176017	33.23
Los Angeles and Santa Barbara, Cal.	8	114.86	Surrey, Santa Barbara, Cal. (So. Pac. R. R.).	176051	82
			Los Angeles, Surrey, Cal. (So. Pac. R. R.).	176014 (part)	-----
Los Angeles and National City, Cal.	8	134.31	Los Angeles Sta. (n. o.), Orange, Cal. (So. Cal. Rwy.).	176063 (part)	31.81
			Orange, Los Angeles Jct. (n. o.), Cal. (So. Cal. Rwy.).	176055 (part)	51.85
			Los Angeles Jct. (n. o.), National City, Cal. (So. Cal. Rwy.).	176037 (part)	49.95
Louisville and Bloomfield, Ky.	5	58.60	Louisville, Anchorage, Ky. (Louis. and Nash.).	129004	(20)
			Anchorage, Shelbyville, Ky. (Louis. and Nash.).	129012	19.44
			Shelbyville, Bloomfield, Ky. (Louis. and Nash.).	129026	27.72
Louisville and Burgin, Ky.	5	90.38	Louisville, Lawrenceburg, Ky. (East Tenn., Va. and Ga.).	129039 (part)	62.61
			Lawrenceburg, Harrodsburg, Ky. (East Tenn., Va. and Ga.).	129043 (part)	22.30
			Harrodsburg, Harrodsburg Junction (n. o.), Ky. (East Tenn., Va. and Ga.).	129021	5.82
Loup City and Grand Island, Nebr.	6	61.20	Loup City, St. Paul, Nebr. (Om. and Rep. Valley).	157033	39.61
			St. Paul, Grand Island, Nebr. (Om. and Rep. Valley).	157015 (part)	(25)

¹ 24.50 miles covered by Williamsport and Erie R. P. O.² Two helpers.³ 41.06 miles covered by Elmira and Baltimore R. P. O.⁴ Cars and clerks shown on route No. 110022.⁵ 53.20 miles covered by Elmira and Baltimore R. P. O.⁶ In reserve.⁷ 19.53 miles Snow Shoe and Milesburg, Pa., covered by closed-pouch service. (See Table C.)⁸ Cars and clerks shown on route No. 110038. This R. P. O. runs in and out of Bellefonte, Pa.⁹ Balance of route (49.68 miles) covered by Columbus and Pomeroy R. P. O.¹⁰ Clerk makes two round trips daily, except Sunday.¹¹ Covered by Pittsburg and St. Louis R. P. O. (83.46 miles).¹² 1 car in reserve.¹³ Balance of route (5.78 miles) covered by Keokuk, Iowa, and Warsaw, Ill., pouch service. (See Table C.)

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
2,948	July 1, 1889	14	25.90	12	25.96	6	74,500	118.63	1	25 0	9 0	2	1	26
13,980	do	6	24.84	15	28.05	6	74,500		1	25 0	9 0	2	1	
18,720	do	14		15		6			3			2		
782	do	14	21.80	13	20.28	6			2	25 0	9 0	1	1	1
84	do	6	30.87	15	30	6			1	15 1	9 1	1	1	1
1,816	July 1, 1892	55	25.58	50	21.06	6	37,969	120.92	1	15 1	9 1	1	1	1
782	do	55		50		6			1	15 1	9 1	1	1	1
84	do	38	27.07	33	20.28	10	16,937	107.88	1	16 0	9 4	1	1	1
1,816	do	80	27.07	37	23.16	6	16,937		1	15 10	9 4	1	1	1
447	July 1, 1892	14	18.56	11	23.65	10	20,385	129.84	1	15 10	9 4	1	1	1
3,560	do	12	14.44	13	19.50	6	20,385		1	19 6	9 1	3	1	3
78,705	do	12	14.44	13	19.50	6	123,986	131.62	1	19 6	9 1	3	1	3
1,260	do	12	25.86	11	27	6			2	22 0	9 0	3	2	10
412	July 1, 1890	303	28.15	320	31.82	6	107,714	114.34	2	32 0	6 10	3	2	10
4,336	July 1, 1890	5	26.09	4	28.93	6	70,022	111.50	1	28 5	7 10	2	1	5
1,873	do	3	23.33	2	26.03	7	249,612	136.40	3	32 3	6 10	5	1	5
1,484	Mar. 28, 1891	3	24.65	4	23.51				3	24 0	9 3			
334	July 1, 1890	3	24.65	4	23.51									
1,331	do	19	31.65	20	31.75	14	42,993	136.92	1	12 6	9 2	1	1	1
4,737	do	21	31.65	18	31.65	7	84,078	114.86	1	14 2	6 10	2	1	2
3,044	do	30	25.02	27	28.15	7			2	17 9	8 9	2	1	2
2,273	do	71	27.04	4	25.69	7	196,630	134.31	2	18 9	9 2	4	1	4
3,166	do	3	28.12	72	26.65	7			1	17 8	9 0			
20,965	July 1, 1892	18	14.79	21	12.24	6	36,801	117.20	1	10 4	7 4	1	1	1
475	do	54	14.79	53	12.24	6								
342	do	54	14.79	53	12.24	6								
921	do	1	22.68	2	21.32	6	50,758	90.38	1	18 0	9 1	2	1	2
697	do	11	22.68	12	21.32	6			3	14 9	8 6			
856	do	11	22.68	12	21.32	6								
830	July 1, 1890	88	8.64	87	14.40	6	38,433	122.40	1	17 3	6 10	1	1	1
951	do	84	8.64	83	14.40									

¹⁴ 1 clerk detailed to transfer duty at Peoria, Ill.¹⁵ Balance of route (213.81 miles) covered by Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O.¹⁶ 1 reserve car. Clerk makes two round trips daily.¹⁷ Route 176014 covered by El Paso, Tex., and Los Angeles, Cal., and San Francisco and Los Angeles, Cal., R. P. Os.¹⁸ 2 reserve cars. Double daily service. Additional R. P. O. service established Jan. 7, 1892.¹⁹ Balance of route 176055 (37.65 miles) covered by San Bernardino and Orange R. P. O.²⁰ Covered by Cincinnati and Nashville R. P. O. (12 miles).²¹ Balance of route, Lawrenceburg to Lexington, Ky. (24.69 miles) covered by closed-pouch service. (See Table C¹).²² Two cars in reserve.²³ Distance (21.60 miles) covered by Ord. and Grand Island, Nebr., R. P. O.

TABLE A—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Louisville and Henderson, Ky.	5	143.99	Louisville, Henderson, Ky. (Louis., St. L., and Texas).	129040	142.51
Louisville, Ky., Huntingburg and Evansville, Ind.	...	124.30	Louisville, Ky., Huntingburg, Ind. (Louis., Evans. and St. L. Con.). Huntingburg, Evansville, Ind. (Louis., Evans. and St. L. Con.).	133048 133032 (part)	(7) 47.39
Louisville, Ky., and Knoxville, Tenn.	5	268.19	Louisville, Lebanon Junction, Ky. (Louis. and Nash.). Lebanon Junction, Jellico, Tenn. (Louis. and Nash.). Jellico, Knoxville, Tenn. (East Tenn., Va. and Ga.).	129005 (part) 129007 127008	(4) 171.44 65.51
Louisville, Ky., and Memphis, Tenn.	5	393.36	Louisville, Ky., Memphis, Tenn. (Newport News and Miss. V'y.).	129009	392
Louisville, Ky., and Nashville, Tenn.	5	186.44	Louisville, Ky., Nashville, Tenn. (Louis. and Nash.).	129005	(7)
Louisville and Springfield, Ky.	5	60.28	Louisville, Bardstown Junction, Ky. (Louis. and Nash.). Bardstown Junction, Springfield, Ky. (Louis. and Nash.).	129005 (part) 129006	(11) 36.74
Louisville, Ky., and St. Louis, Mo. ¹²	5	275.59	Louisville, Ky., Oakland City, Ind. (Louis., Evans. and St. L. Con.). Oakland City, Ind., Belleville, Ill. (Louis., Evans. and St. L. Con.). Belleville, East St. Louis, Ill. (Louis., Evans. and St. L. Con.).	133048 133023 135068	99.29 159.08 14.63
Lowell and Ayer, Mass.	1	16.98	Lowell, Ayer, Mass. (Bos. and Me., So. Div.)	104020	16.55
Lowell, Mass., and Providence R. I.	1	71.46	Lowell, So. Framingham, Mass. (Old Col., Northern Div.). So. Framingham, Mansfield, Mass. (Old Col., Northern Div.). Mansfield, Mass., Providence, R. I. (Old Col., Prov. Div.).	104049 104051 (part) ¹⁴ 104035 (part) ¹⁵ 104049 (part) ¹⁶	29.44 21.29 (12) (13)
Lowell, Mass., and Providence, R. I. "Short run," Lowell and Taunton.	1	62.01	Lowell, So. Framingham, Mass. (Old Col., Northern Div.). So. Framingham, Taunton, Mass. (Old Col., Northern Div.).	104051 (part) ¹⁶ 137015	10.93 254.41
¹¹ Ludington and Monroe, Mich.	9	253.67	Ludington, Monroe, Mich. (F. and P.M.).	137015	(24)
¹² Ludington, Mich., and Toledo, Ohio.	9	278.59	do. Monroe, Mich., Toledo, Ohio (L. S. and M. S.).	137001 (part) ²⁵	(25)
Lula and Athens, Ga.	4	39.58	Lula, Athens, Ga. (Rich. and Dan. R. R.).	121025	39.58
Lynchburg, Va., and Bristol, Tenn.	3	204.48	Lynchburg, Va., Bristol, Tenn. (Norfolk and Western).	114013	204.85

¹ Covered by the Louisville and St. Louis R. P. O. (74.90 miles).

² Balance of route, Jasper to Huntingburg, Ind. (6.97 miles), covered by closed-pouch service. (See Table C.)

³ Clerks act as helpers to Louisville and St. Louis R. P. O., west-bound, between Louisville and Huntingburg (74.90 miles).

⁴ Covered by Cincinnati and Nashville R. P. O. (29.70 miles).

⁵ Day-line clerks run on trains 23 and 24 between Louisville and Jellico (202.47 miles).

⁶ Night-line clerks run on trains 25 and 26 over whole line, thus making double daily service between Louisville and Jellico.

⁷ Service on trains 5 and 6 is between Louisville and Paducah, Ky. (228.15 miles).

⁸ Commencing November 12, 1891, service established on trains 1 and 2 between Paducah and

Memphis (168.19 miles), thus making double daily service between Louisville, Ky., and Memphis, Tenn.

⁹ Covered by Cincinnati and Nashville R. P. O. (185.20 miles).

¹⁰ Clerks appointed to the Cincinnati and Nashville R. P. O. and shown with that line.

¹¹ Covered by Cincinnati and Nashville R. P. O. (22.10 miles).

¹² Louisville, Huntingburg and Evansville R. P. O. clerks act as helpers to this R. P. O. between Louisville and Huntingburg on train 1 (74.90 miles).

¹³ In reserve.

¹⁴ 1 clerk on short run.

¹⁵ Balance of route covered by Boston, Clinton, and Fitchburg R. P. O. (40.47 miles), Lowell and Taunton R. P. O. (10.98 miles), and closed-

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to be appointed to line.	
		Train No. outward.	Average speed (miles).					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
1,269	July 1, 1892	51	25.14	52	28.76	6	90,426	143.99	4	14 10	8 10	2 1 2
2,074	do	1	24.45	6	22.92	6	78,060	124.30	3	14 0	9 4	2 1 12
1,297	do	35	24.45	6	22.92	6			1	14 6	7 4	
25,148	do	23	22.33	24	22.96	7	148,208	134.47	1	20 0	9 0	23 1 7
2,809	do	25	22.33	26	22.96	7	196,315		1	15 0	9 0	24 1
2,023	do	23	3.62	24	24.09	7			2	18 5	9 0	
3,081	do	25	3.62	26	24.09	7						
		12	2.20	15	26.20	7						
		5	22.81	6	23.16	7	167,006	131.61	4	25 0	9 2	4 1 12
		1	21.42	2	22.43	6	66,940		2	21 6	9 2	4 1
		7	27.72	8	28.09	7	287,940		3	14 0	9 2	2 1
									1	15 3	9 2	
25,148	do	5	26.45	6	24.68	7	136,474	129.29	2	20 0	9 0	3 1 (10)
25,148	do	41	19.28	42	20.40	6	37,856	120.56	1	16 6	8 4	1 1 1
574	do	41	19.28	42	20.40	6						
2,664	do	1	25.36	2	26	7	201,732	137.79	2	18 9	9 2	4 1 4
1,792	do	1	25.36	2	26	7			12	25 7	9 4	
1,708	July 1, 1891	1	25.36	2	26	7						
444	July 1, 1889	403	25.47	406	20.36	6	10,663	67.92	1	14 0	7 0	1 1 1
2,289	do	409	25.47	410	26.11	6	10,663					
		1017	25.26	1050	20.11	6	44,877	142.92	1	17 0	8 10	1 1 142
1,611	do	1017	25.26	1050	20.11			(12)	1	13 0	7 0	
11,963	do	1017	25.26	1050	20.11							
2,289	do	1053	25.34	1012	21.72	6	38,942	124.02	1	21 0	8 10	1 1 (10)
									1	20 0	8 10	
1,611	do	1053	25.34	1012	21.72							
3,736	July 1, 1892	6	29.53	5	28.43	6	84,218	126.83	2	22 2	8 11	4 1 229
3,736	do	3	28.97	4	28.43	6						
5,045	do	109	38.16	110	27.22	6	82,462	139.29	(24)	(24)	(24)	(24) (24) (24)
1,161	do	9	22.28	12	22.28	6	24,856	79.16	1	18 6	9 0	1 1 1
8,433	July 1, 1889	3	28.13	2	27.50	7	149,679	102.24	28	40 0	9 0	4 2 2718
		1	28.13	4	28.13	7	149,679		2	40 0	9 0	
									12	40 0	9 0	

pouch service between Taunton and New Bedford (19.47 miles). (See Table C.)

¹⁶ Covered by Boston, Providence, and New York R. P. O. (19.45 miles).¹⁷ Balance of route covered by Boston, Providence, and New York R. P. O. (24.53 miles).¹⁸ Covered by Lowell and Providence R. P. O. (29.44 miles).¹⁹ Shown in column 17 Lowell and Providence R. P. O.²⁰ Balance of route covered by Lowell and Providence R. P. O. (21.29 miles); Boston, Clinton, and Fitchburg R. P. O. (40.47 miles) and closed pouch service between Taunton and New Bedford, Mass. (19.47 miles). (See Table C.)²¹ In connection with the Manistee and East Saginaw and Bay City, Wayne and Detroit R. P. O.'s gives double service between Manistee

Junction and Wayne, Mich. (210.60 miles), daily except Sunday.

²² Two clerks detailed to the Bay City, Wayne, and Detroit R. P. O. Three clerks detailed to the Manistee and East Saginaw R. P. O., one of which alternates between this line and the East Saginaw and Howard City R. P. O.²³ Ran on route 137001 Monroe, Mich., to Toledo, Ohio (24.50 miles) from July 1 to December 19, 1891, inclusive. Service curtailed on this line by order Dec. 26, 1891, so as to end at Monroe, Mich., in effect close of Dec. 19, 1891.²⁴ Shown in report of Ludington and Monroe R. P. O.²⁵ Shown in report of Detroit and Toledo R. P. O.²⁶ In use between Lynchburg, Va., and Chattanooga, Tenn.²⁷ 2 transfer clerks at Lynchburg, Va.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Lynchburg, Va., and Durham, N. C.	3	115.77	Lynchburg, Va., Durham, N. C. (Norfolk and Western).	114044	116.10
Lyle, Minn., and Waterloo, Iowa.	6	81.91	Lyle, Minn., Waterloo, Iowa (Ill. Cent.)	143022	81.80
Lyons, N. Y., Sayre, Pa.	2	92.22	Lyons, N. Y., Sayre, Pa. (L. V.)	107072	92.16
Lyons, N. Y., and Williamsport, Pa.	2	186.25	Lyons, N. Y., Corning, N. Y. (F. B. C. Co.).	107103	72.80
			Corning, N. Y., Stokesdale Junc., Pa. (F. B. C. Co.).	110065	38.44
			Stokesdale Junc., Pa., Williamsport, Pa. (F. B. C. Co.).	110150	78.49
McCook, Nebr., and Denver, Colo.	6	255.53	McCook, Nebr., Denver, Colo. (B. and M. R. in Nebr.).	157009	255.55
McCool Junction and Fairbury, Nebr.	6	50.61	McCool Jct., Fairbury, Nebr. (K. C. and Omaha.)	157054	50.54
McGregor, Iowa, and Chamberlain, S. Dak.	6	452.65	McGregor, Calmar, Iowa (C. M. and St. Paul).	141009	43.21
			Calmar, Iowa, Marion, S. Dak. (C. M. and St. Paul).	143025	287.64
			Marion, Chamberlain, S. Dak. (C. M. and St. Paul).	159002	111.56
McLeansboro and Shawneetown, Ill.	6	41.22	McLeansboro, Shawneetown, Ill. (Louis. and Nash.).	135078	41.06
McPherson and Eldorado, Kans.	7	62.36	McPherson, Eldorado, Kans. (Ft. Scott, Wich. and West.).	155046	62.36
Mackinaw City and Detroit, Mich. ¹²	9	291.23	Mackinaw City, Detroit, Mich. (Mich. Cent.).	137013	291.29
Mackinaw City and Grand Rapids, Mich. ¹³	9	226.30	Mackinaw City, Grand Rapids, Mich. (G. R. and I.).	137048	128.58
Mackinaw City and Houghton, Mich.	10	252.65	Mackinaw City, St. Ignace, Mich. (Mackinaw Trans. Co.).	137094	7.83
			St. Ignace, Marquette, Mich. (D., S. S. and A.).	137051	151
			Marquette, Houghton, Mich. (D., S. S. and A.).	137040	94.73
Macon, Ga., and Birmingham.	4	258.18	Macon, Columbus, Ga. (Cent. R. R.)	121011	100.48
			Columbus, Ga., Opelika, Ala. (Cent. R. R.)	124007	29.58
			Opelika, Birmingham (Cent. R. R.)	124016	128.73
Macon and Dublin, Ga.	4	54.11	Macon, Dublin, Ga. (Macon, Dub. and Sav. R. R.).	121072	53.61
Macon, Ga., and Palatka, Fla.	4	288.74	Macon, Ga., Palatka, Fla. (G. S. and Fla. R. R.).	121058	288.21
Macon and Savannah, Ga.	4	191.43	Macon, Savannah, Ga. (Cent. R. R.)	121010	191
Madison and Benedict, Kans.	7	46.24	Madison, Benedict, Kans. (Atch., Top. and Santa Fé).	155009	46.24
Madison, Wis., and Freeport, Ill.	10	63.16	Madison, Wis., Freeport, Ill. (Ill. Cent.).	135103	62.40
Manchester and Barnard, Kans.	7	43.23	Manchester, Barnard, Kans. (Atch., Top. and Santa Fé).	155077	43.18
Manchester and Cedar Rapids, Iowa.	6	42.40	Manchester, Cedar Rapids, Iowa (Ill. Cent.).	143101	42.56

¹ Whole car.² In reserve.³ 15.80 miles, Stokesdale Junction and Antrim, covered by closed pouch service. (See Table Cc.)⁴ Cars and clerks shown on route No. 107103.⁵ Reserve.⁶ Balance of route (131.98 miles) covered by Pacific Junction, Iowa, and McCook, Nebr., R. P. O.⁷ Balance of route (169 miles) covered by St. Paul, Minn., and Decorah, Iowa, R. P. O.⁸ East division, McGregor to Spencer, Iowa, 217.85 miles.⁹ Short run, McGregor to Sanborn, Iowa, 243.79 miles.¹⁰ Balance of route (62.38 miles) covered by Marion and Running Water, S. Dak., R. P. O.¹¹ West division, Spencer, Iowa, to Chamberlain, S. Dak., 224.57 miles. One line of 40-foot cars paid for between McGregor and Spencer, Iowa.¹² Double service daily, except Sunday, entire length of line. Additional service on train 201, north bound, between Detroit and Bay City, 108 miles, daily, except Sunday, clerk returning deadhead.¹³ Two clerks assigned as shortstops on trains 202 and 207, between Detroit and Bay City, Mich., 108 miles and return. Running week on and week off.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av. speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
367	July 1, 1891	13 24.89	14 24.89	6	72,705	115.77	2	19 6	8 9	2	1	2
1,153	.....	13 23.97	14 23.97	6	51,439	81.91	¹ 1	55 4	9 0	2	1	2
1,118	July 1, 1889	114 28.18	103 28.18	6	57,914	92.22	1	15 0	8 10	2	1	2
822	.....	1 23.28	6 25.98	6	116,965	124.17	² 1	15 0	8 10	3	1	3
754	.....do	1	6	6	.....	.....	² 1	15 0	9 0	.....	.....	.....
756	.....do	1	6	6	.....	.....	² 1	15 0	9 0	.....	.....	.....
5,967	July 1, 1890	5 25.55	6 40.80	7	187,047	170.35	2	14 0	9 0	3	1	3
190	.....do	20 12.92	19 12.65	6	31,783	101.22	² 2	16 0	9 0	1	1	1
4,272	July 1, 1891	1 22.41	4 21.95	6	126,218	108.93	3	26 2	9 3	² 4	2	20
4,156	.....do	3 21.94	2 23.46	6	153,100	121.89	1	50 1	9 8	² 4	2	.....
2,038	.....do	3	2	6	.....	.....	1	49 8	9 8	.....	.....	.....
200	.....do	81 14.13	80 10.99	6	25,886	82.44	1	8 1	6 4	1	1	1
252	July 1, 1890	470 12.47	469 15.59	7	45,648	124.72	1	16 7	8 10	1	1	1
6,599	July 1, 1892	206 24.47	203 25.93	6	182,892	124.92	2	25 0	9 14	} 9	1	¹² 11
		202 25.40	207 27.19	7	213,180	145.61	¹³ 3	44 1	9 14			
			201 25.41	6	33,912	108	1	18 0	9 14			
3,760	.....do	6 23.20	5 22.07	6	142,116	113.15	¹⁷ 4	22 0	8 10	4	1	¹⁸ 11
3,123	.....do	1 7.83	2 1.88	7	184,930	126.31	¹⁹ 4	25 0	9 0	4	1	4
2,538	.....do	1	6 21.33	} 2	.....	.....	.....	.....	.....	.....	.....	.....
3,026	.....do	7	24.72									
667	.....do	1 22.83	2 22.43	7	188,951	129.06	²⁰ 3	25 0	9 0	4	1	4
1,057	.....do			6	.....	.....	1	14 0	8 0	1	1	1
2,125	.....do	1 15.14	2 15.14	6	37,227	108.22	1	14 0	8 0	1	1	1
3,579	.....do	1 25.22	2 25	7	211,357	144.87	2	16 0	7 0	4	1	4
		2 25.81	1 23.40	7	140,841	128.27	²¹ 2	25 0	9 0	} 3	1	²² 5
166	July 1, 1890	179 15.01	273 14.59	6	29,039	92.48	²² 3	25 0	9 0			
754	July 1, 1891	274 15.01	180 14.59	6	39,664	126.32	1	11 9	7 3	1	1	1
		31 26.40	3 27.36	6	.....	.....	1	15 0	7 3	1	1	1
556	July 1, 1890	327 24.40	348 24.40	7	31,644	86.46	1	11 9	7 3	1	1	1
293	Apr. 30, 1888	24 24.23	23 24.23	12	53,254	169.60	1	30 4	9 0	1	1	²³ 1
		26 25.44	25 26.78	.....	.....	.....	²⁴ 1	22 1	9 1	1	1	.....

¹⁴ One car in reserve.¹⁵ In connection with the Cadillac and Fort Wayne and Grand Rapids and Richmond R. P. O.'s, gives double service between Cadillac, Mich., and Fort Wayne, Ind., 240.68 miles, daily, except Sunday.¹⁶ Balance of route, 240.68 miles, covered by Cadillac and Fort Wayne R. P. O.¹⁷ Two cars held in reserve.¹⁸ One clerk detailed as chief clerk at Grand Rapids, Mich. Two clerks detailed as transfer clerks at Grand Rapids, Mich. Four clerks assigned to the Cadillac and Fort Wayne R. P. O.¹⁹ Two in reserve.²⁰ Reserve car.²¹ 2 reserve cars.²² 1 reserve car.²³ 1 transfer clerk, Macon; 1 transfer clerk, Savannah.²⁴ 77 miles of route 155077, between Strong and Manchester, Kans., covered by Superior, Nebr., and Strong, Kans., R. P. O., and 12.47 miles of same between Bazaar and Strong, Kans., covered by closed pouch service. (See Table C.) Strong and Bazaar, Kans., R. R.²⁵ Clerk makes two round trips daily, except Sundays.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Manchester, N. H., Lawrence and Boston, Mass.	1	53.85	Manchester, N. H., Lawrence, Mass. (Bos. and Me.). Lawrence, Boston, Mass. (Bos. and Me.).	104063 104011 (part) 102003	27.04 (?) 19.86
Manchester and North Weare, N. H.	1	19.77	Manchester, North Weare, N. H. (Conn. and Mont.).	155034	57.21
Manhattan and Burlingame, Kans.	7	57.21	Manhattan, Burlingame, Kans. (Man. Alma and Burl.).	137045	27.12
Manistee and East Saginaw, Mich. ^b	9	148.13	Manistee, Manistee Junction, Mich. (F. and P. M.). Manistee Junction, East Saginaw, Mich. (F. and P. M.).	137015 137018	(?) 43.88
Maquoketa and Davenport, Iowa.	6	43.85	Maquoketa, Davenport, Iowa (C. M., and St. Paul).	171023	103.26
Marcus and Spokane, Wash. . . .	8	103.76	Marcus, Spokane, Wash. (Spok. and No. Rwy.).	131096 131084 (part) 131035	25.40 5 1.64
Marietta and Newton (n. o.), Ohio.	5	44.83	Marietta, Stewart Junction (n. o.) Ohio (Tol. and Ohio Cent. Ex.). Stewart Jct., (n. o.), Sharpsburg Jct. (n. o.) Ohio (Tol. and Ohio Cent. Ex.). Sharpsburg Jct., (n. o.), Amesville, Ohio (Tol. and Ohio Cent. Ex.). Amesville Newton (n. o.), Ohio (Tol. and Ohio Cent. Ex.).	131115 131090	12.14 270.50
Marion, Ohio, and Chicago, Ill. . .	5	270.20	Marion, Ohio, Chicago, Ill. (Chic. and Erie).	143028 143025 (part) 143028 (part) 143098	262.04 62.68 (11) 90.48
Marion and Council Bluffs, Iowa	6	261.90	Marion, U. P. Transfer, Iowa (C., M. and St. Paul).	137040 137081 (part) 143079	(12) 91.20 39.35
Marion and Running Water, S. Dak.	10	62.72	Marion, Running Water, S. Dak. (C., M. and St. P.).	143097	73.31
Marion and Sioux City, Iowa. . .	6	290.16	Marion, Manilla, Iowa (C., M. and St. Paul). Manilla, Sioux City, Iowa (C., M. and St. Paul).	113003 110063 (part) 110063	(13) 150.70 (17)
Marquette and Bessemer, Mich.	10	141.13	Marquette, Nestoria (n. o.), Mich. (D. S. S. and A.). Nestoria (n. o.), Bessemer Jct. (n. o.) (D. S. S. and A.).	118040 118047	32.50 28.85
Marshalltown and Story City, Iowa.	6	39.55	Marshalltown, Story City, Iowa (Iowa Cent.).	129015	50.47
Mason City and Fort Dodge, Iowa.	6	73.05	Mason City, Fort Dodge, Iowa (M. C. and Ft. Dodge).	129092 110043	(18) 36.45
Martinsburg, W. Va., Pittsburg, Pa.	3	228.86	Martinsburg, W. Va., Cumberland, Md. (Balto. and Ohio). Cumberland, Md., Pittsburg, Pa. (Balto. and Ohio).		
Short run		150.73	Cumberland, Md., Pittsburg, Pa. (Balto. and Ohio).		
Martinsville, Va., and Winston, N. C.	3	60.47	Winston, Madison, N. C. (Norfolk and Western). Madison, N. C., Martinsville, Va. (Norfolk and Western).		
Maysville, Paris, Ky., and Cincinnati, Ohio.	5	130.49	Maysville, Paris, Ky. (Ky. Central)		
Meadville and Oil City, Pa.	2	36.43	Paris, Ky., Cincinnati, Ohio (Ky. Central) Meadville, Pa., Oil City, Pa. (N. Y., L. E. and W.).		

¹ Balance of route covered by Portland and Boston R. P. O. (89.33 miles). Double service between Manchester, N. H., and Lawrence, Mass.² Covered by Portland and Boston R. P. O. (27 miles).³ Runs on route 137015, Manistee Junction to East Saginaw, Mich. (120.40 miles), and in connection with the Ludington and Monroe and Bay City, Wayne and Detroit R. P. O., gives double service between Manistee Junction and Wayne, Mich. (210.60 miles), daily except Sunday.⁴ Clerks appointed to Ludington and Monroe R. P. O.⁵ Shown in report of Ludington and Monroe R. P. O.⁶ Balance of route, Stewart Junction (n. o.) to Stewart, Ohio (4.50 miles), covered by closed pouch service. (See Table C.)⁷ Balance of route Sharpsburg Junction (n. o.) to Sharpsburg, Ohio (3.90 miles), covered by closed pouch service. (See Table C.)

In the United States on June 30, 1893—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	A' speed (miles).	Train No. inward.	A' speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i> Ft. In.</i>	<i> Ft. In.</i>			
319 July 1, 1889		252 24		7 25.44	6	33,818	80.37	2		10 0	6 11	2	1	
761 do do		256 25.03		253 25.15	6	18,654								
223 do do		121 21.91		120 19.66	6	12,415	79.08	1		10 0	6 10	1	1	1
264 July 1, 1890		123 20.72		122 22.80	6	12,415								
		154 13.72		153 14.30	6	35,928	114.42	1		9 11½	6 4½	1	1	1
1,237 July 1, 1892		708 28.94		701 23.36	6	93,025	98.75	2		22 2	8 11	3	1	(4)
3,736 do do		8 28.94		1 23.36	6									
387 July 1, 1891		157 20.24		158 18.79	6	27,537	87.70	1		14 10	7 6	1	1	1
298 Dec. 4, 1890		1 24.20		2 24.29	6	65,161	103.76	2		27 0	8 0	2	1	2
177 July 1, 1888		1 14.94		2 14.94	6	28,153	89.66	2		8 5	7 2	1	1	1
157 July 1, 1892		1 14.94		2 14.94	6									
224 do do		1 14.94		2 14.94	6									
		1 14.94		2 14.94	6									
783 July 1, 1888		1 27.05		2 27.05	6	169,686	135.10	2		19 0	9 2	4	1	4
4,844 do do		3 27.57		2 25.34	6	164,473	130.95	2		24 0	9 0	4	1	4
4,156 do do		41 14.40		40 14.10	6	39,388	125.44	1		12 1	7 2	1	1	1
4,844 do do		1 } 30.01 { 4 } 32.85			7	212,397	145.08	1		31 1	9 3½	4	1	4
2,653 do do		1 } 30.01 { 4 } 32.85			7			1		28 8½	9 3½			
3,026 July 1, 1892		5 11.04		2 25.20	6	183,392	132.79	1		22 0	9 0	2	1	2
538 do do		1						1		20 9	8 10			
233 July 1, 1891		35 14.63		36 7.70	6	24,857	79.10	1		7 0	7 0	1	1	1
284 do do		1 25.78		2 25.05	6	45,875	146.10	1		11 6	7 1	1	1	1
34,770 July 1, 1889		9 31.84		10 30.15	7	167,526	152.24	(16)		25 0	8 10	3	1	9
6,197 do do														
6,197 do do		5 33.72		6 34.20	6	94,658	100.48	2		21 11	8 11	3	2	(18)
138 July 1, 1892		21 26.44		22 26.44	6	37,975	120.94	1		8 8	7 3	1	1	1
95 do do														
754 do do		9 23.78		12 23.78	6	81,948	130.49	1		12 0	9 0	2	1	2
2,448 do do		2 23.78		3 23.78	6			1		14 0	9 0			
606 July 1, 1889		93 25.48		96 27.07	6	22,878	72.86	1		11 11	8 8			
								2		20 0	9 0	1	1	1
										15 0	7 0			

* Balance of route (89.80 miles) covered by Chicago, Savanna, Ill., and Cedar Rapids, Iowa, R. P. O.

¹² Balance of route (287.64 miles) covered by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.

¹¹ Distance (199.40 miles) covered by Marion and Council Bluffs, Iowa, R. P. O.

¹³ Distance (45.90 miles) covered by Mackinaw City and Houghton, Mich., R. P. O.

¹⁴ Clerks run between Marquette and Thomaston, Mich., only (132.79 miles).

¹⁶ Balance of route (74.64 miles) covered by Beasemer Jct. (n.o.) and Iron River, Wis., closed-pouch service. (See table C.)

¹⁵ 78 miles covered by Baltimore and Grafton R. R. O.

¹⁶ Cars used in trains 9 and 10 shown in report for Sandusky, Wheeling, and Pittsburg R. P. O.

¹⁷ 150.70 miles, together with crews shown on through run.

¹⁸ Covered by Cincinnati and Livingston R. P. O. (80.36 miles).

¹⁹ In reserve.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Memphis, Tenn., and Bald Knob, Ark.	11	93.78	Memphis, Tenn., Bald Knob, Ark. (St. L., I. M. and S.).	147023	93.78
Memphis, Tenn., and Grenada, Miss.	4	101.60	Memphis, Tenn., Grenada, Miss. (Ill. Cent. R. R.).	126002	100.37
Memphis, Tenn., and Little Rock, Ark. ¹	11	136	Memphis, Tenn., Little Rock, Ark. (L. R. and Mem.).	147001	135
Memphis, Tenn., and New Orleans, La.	4	.....	Memphis, Tenn., New Orleans, La. (L. New Or. and Tex. Rwy.).	126019	455.00
North Division, Memphis and Vicksburg.	...	231.46	.....	.....	.....
South Division, Vicksburg and New Orleans.	...	235.06	.....	.....	.....
Short run, Baton Rouge and New Orleans.	...	89.80	.....	.....	.....
Memphis and Rolling Fork, Miss.	4	190	Memphis, Tenn., Coahoma, Miss. (L., N. O. and T.).	^a 126019	.....
			Coahoma, Lamont, Miss. (L., N. O. and T.).	126025	75.70
			Lamont, Wilkinski, Miss. (L., N. O. and T.).	126020	⁽⁴⁾
			Wilkinski, Rolling Fork, Miss. (L., N. O. and T.).	126022	44.41
Mendota and Centralia, Ill.	6	211.99	Mendota, Centralia, Ill. (Ill. Cent.).	^a 135021	212.22
			(part)	135013	.....
Mendota and Fulton, Ill.	6	69.26	Mendota, Fulton, Ill. (Chi., Burl. and Qy.).	135013	66.01
Meridian, Miss., and New Orleans, La.	4	196.30	Meridian, Miss., New Orleans, La. (N. O. and N. E. R. R.).	126016	196.30
Meridian, Miss., and Shreveport, La.	4	312.56	Meridian, Vicksburg, Miss. (Ala. and Vicks. R. R.).	126003	140.66
Mexico and Cedar City, Mo.	7	50.43	Vicksburg, Miss., Shreveport, La.	149008	172.99
			Mexico, Cedar City, Mo. (Chicago and Alton).	145021	50.43
Michigan City and Indianapolis, Ind.	5	161.14	Michigan City, Indianapolis, Ind. (Lake Erie and Western).	133004	161.77
Michigan City and Monon, Ind.	5	59.82	Michigan City, Monon, Ind. (Louis. New Alb. and Chic.).	¹⁴ 133022	59.56
Middlesboro, Ky., and Knoxville, Tenn.	3	74.30	Middlesboro, Ky., Knoxville, Tenn. (K. G. and L.).	127030	72.89
Middletown and New York, N. Y.	2	89.78	Middletown, N. Y., Jersey City, N. J. (N. Y. S. and W.).	109037	89.50
Millerton and Dutchess Junction, N. Y.	2	57.97	Millerton, N. Y., Dutchess Junc., N. Y. (U. D. and C.).	107085	58.17
Middleton, Tenn., Pontotoc, Miss.	4	62.68	Middleton, Tenn., Pontotoc, Miss. (Chic. and Gulf R. R.).	126008	62.68
Milton and Stockton, Cal.	8	30.09	Milton, Stockton, Cal. (Stock. and Cop. R. R.).	176012	30.09
Milwaukee and Lancaster, Wis.	10	168.40	Milwaukee, Montfort, Wis. (Chi. and Nor. West.).	139038	145.95
			Montfort, Lancaster Jct. (n. o.), Wis. (Chi. and No. West.).	139025	⁽²⁾
			Lancaster Jct. (n. o.), Lancaster, Wis. (Chi. and No. West.).	139042	12.28
Mincola and Troup, Tex.	11	44.59	Mincola, Troup, Tex. (I. and G. N.).	150032	44.59
Minneapolis, Minn., and Council Bluffs, Iowa.	10	370.45	Minneapolis, Minn., Sioux City, Iowa (C., St. P., M. and O.).	141025	279.74
			Sioux City, Missouri Valley, Iowa (Su. City and Pac.).	143029	⁽²⁾

¹ Double daily service.² Reserve cars; 1 transfer clerk, Vicksburg, Miss.; 1 assistant chief clerk, New Orleans, La.³ 64 miles in Memphis and New Orleans R. P. O.⁴ 7 miles, Leland to Arkansas City, in Table C.⁵ Balance of route (132.11 miles) covered by Dubuque, Iowa, and Mendota, Ill., R. P. O.⁶ 1 helper between Mendota and Clinton, Ill.; 1 clerk detailed to transfer duty at Blooming-ton, Ill.⁷ Reserve. One line of 40-foot cars paid for between Mendota and Centralia, Ill.⁸ 1 reserve postal car.⁹ 1 transfer clerk, Meridian, Miss.¹⁰ Postal cars without pay.¹¹ 1 reserve.¹² One car in reserve.¹³ Balance of route (95.61 miles) covered by Chicago, Monon and Cincinnati R. P. O.¹⁴ One car in reserve.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles.)	Train No. inward.	Av'g speed (miles.)					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
790	July 1, 1890	153	23.94	154	23.94	7	68,649	93.78	1	17 0	9 3	2	1	2
1,745	July 1, 1892	101	23.58	102	25	7	148,742	135.46	4	16 0	8 0	3	1	3
3,806	July 1, 1890	103	25.51	122	25	7	99,552	136	2	22 9	8 9	2	1	4
		325	10	423	31	7	99,552	136	1	17 3	9 5	2	1	
									1	17 4	9 0			
2,154	July 1, 1892								27	15 5	9 0			20
									2	5 9	7 1			
		7	22.10	8	22	7	162,008	147.64				3	1	
		3	24.59	4	23.93	7	172,063	156.70				3	1	
		5	25.65	6	26.41	6	56,394	179.60				1	1	
3,154	July 1, 1892													
689	do													
51	July 1, 1892	51	23	52	22.85	7	139,080	126.66	4	8 4	6 8	3	1	3
574	do													
6,337	July 1, 1891	3	22.92	2	26.49	6	133,129	105.99	2	41 4	9 0	4	2	10
643	do	11	25.26	6	24.47	6	40,983	130.52	1	45 1	9 0	1	1	1
									1	11 8 1/2	7 1 1/2			
3,816	July 1, 1892	(*)	31.34	(*)	33.84	7	143,691	130.83	1	55 0	9 0	3	1	4
									2	50 0	9 0			
5,757	do		126.40		220.72	7	228,796	156.28	10, 11, 3	50 0	9 0	4	2	8
576	July 1, 1890	123	16.81	137	14.41	6	31,670	100.86	1	17 6	9 0	1	1	1
1,465	July 1, 1892	11	23.64	10	23.64	6	101,196	107.42	12, 3	17 6	9 0	3	1	3
2,204	do	29	23.82	28	23.82	6	87,564	119.64	14, 2	20 2	9 1	1	1	1
423	do	51	20.94	50	20.45	6	46,660	148.60	16, 2	14 0	9 0	1	1	1
817	July 1, 1889	66	24.86	1	24	6	56,382	119.70	1	21 0	7 0	1	1	1
	do	53	21.55	52	22.38	6	36,405	115.94	17, 1	12 0	5 0	1	1	1
389	July 1, 1892	2	12.40	1	10.20	6	39,363	125.36	17, 1	12 0	6 6			
									1	12 2	7 10	1	1	1
566	July 1, 1890	2	27.86	4	27.86	6	18,897	60.18	18, 1	8 6	6 0			
									1	16 0	8 6	1	1	1
1,600	July 1, 1891	101	22.08	100	23.74	6	105,755	112.26	18, 1	18 0	8 6			
									1	24 6	9 2 1/2	3	1	14
331	do								1	24 6 1/2	9 2 1/2			
1,497	do													
609	July 1, 1890	7	23.26	8	23.26	7	32,640	89.18	1	16 6	8 10	1	1	1
9,943	July 1, 1891	126	61	225	44	7	271,169	148.18	21, 2	50 0	8 9	5	3	24
		8	30.28	7	29.88				2	50 0	9 0			
10,563	do	9	27.24	12	30.04									

¹⁴ (One in reserve.¹⁵ Relieved every third week by a New York and Dunkirk clerk.¹⁷ In reserve.¹⁸ (One reserve car.¹⁹ One detailed as transfer clerk at Milwaukee, Wis.²⁰ Distance (10 miles) covered by Lancaster, Wis., and Galena, Ill., R. P. O., and between Lancaster Junction (n.o.) and Woodman, Wis.

(18.53 miles) by closed-pouch service. (See Table C.)

²¹ One line of 50-foot cars authorized between St. Paul, Minn., and Council Bluffs, Iowa, running on trains 1, 2, 7, 8, 9, 12.²² One detailed as chief examiner superintendent's office, St. Paul, Minn.²³ Distance (76.27 miles) covered by Sioux City and Council Bluffs, Iowa, R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Minneapolis, Minn., and Council Bluffs, Iowa—Continued.</i>	10	370.45	Missouri Valley, U. P. Transfer, Iowa (Chit. and No. West.).	135003 (part)	(¹)
Minneapolis, Minn., and Dubuque, Iowa.	10	264.62	Minneapolis, Minn., Dubuque, Iowa (C., St. P. and K. C.).	141055	263.70
Minneapolis, Minn., and Oakes, N. Dak.	10	265.70	Minneapolis, Minn., Fairmount, N. Dak. (M., St. P. and S. Ste. M.).	141066	121.74
			Fairmount, Oakes, N. Dak. (M., St. P. S. and Ste. M.).	161015	73.40
Minocqua and New Lisbon, Wis.	10	185.18	Minocqua, Babcock, Wis. (C., M. and St. P.).	*129021 (part)	132.07
			Babcock, Necedah, Wis. (C., M. and St. P.).	139079	20.29
			Necedah, New Lisbon, Wis. (C., M. and St. P.).	139022	13.09
Minot, N. Dak., and Butte City, Mont.	10	722.75	Minot, N. Dak., Great Falls, Mont. (St. P., M. and M.).	*161010 (part)	550.24
			Great Falls, Butte City, Mont. (Mont. Central).	163005	172.79
Missoula and Grantdale, Mont.	10	50.87	Missoula, Grantdale, N. Dak. (Nor. and Pac.).	163008	51.04
<i>Missouri Valley, Iowa, and Long Pine, Nebr.</i>	6	251.10	Missouri Valley, California, Iowa (S. C. Pacific).	143029 (part)	(¹⁰)
			California, Iowa, Fremont, Nebr. (S. C. and Pacific).	143077	31.63
			Fremont, Long Pine, Nebr. (Free Elk and Mo. Valley).	157010	*213.81
Momence, Ill., and Brazil, Ind.	5	130.69	Momence, Ill., Goodland, Ind. (Chic. and Ind. Coal).	133057 (part)	34.64
			Goodland, Attica, Ind. (Chic. and Ind. Coal).	*139028 (part)	34.63
			Attica, Brazil, Ind. (Chic. and Ind. Coal).	133031	62.32
Monett, Mo., and Paris, Tex.	11	302.92	Monett, Mo. and Fort Smith, Ark. (St. L. and S. F.).	145039	*123.89
			Fort Smith, Ark., Paris, Tex. (St. L. and S. F.).	*147019	169.48
Monett, Mo., and Sapulpa, Ind. T.	11	156.31	Monett, Mo., Vinita, Ind. T. (St. L. and S. F.).	*145003 (part)	77.96
			Vinita, Sapulpa, Ind. T. (St. L. and S. F.).	153002	78.33
Monmouth Junction and Manassquan, N. J.	2	33.18	Monmouth Junction, N. J., Sea Girt, N. J. (Penna.).	109023	33.57
Monroe and Adrian, Mich.	9	34.29	Monroe, Adrian, Mich. (L. S. and M. S.).	137001	34.96
Monroe, N. C., and Atlanta, Ga.	4	288.30	Monroe, N. C., Clinton, S. C. (G., C. and N. R. R.).	118038	91.52
			Clinton, S. C., Atlanta, Ga. (G., C. and N. R. R.).	121071	175.90
Montandon and Bellefonte, Pa.	2	67.63	Lewisburg, Pa., Bellefonte, Pa. (Penna.).	110067	66.23
Montgomery and Luverne, Ala.	4	51.69	Montgomery, Sprague, Ala. (Ala. Mid. R. R.).	121064	(¹¹)
			Sprague, Luverne, Ala. (Ala. Mid. R. R.).	124027	31.79
Montgomery and Selma, Ala.	4	46.82	Montgomery, Selma, Ala. (Western R. R.).	124002	46.82
Montrose and Tunkhannock, Pa.	3	29.16	Montrose, Pa., Tunkhannock, Pa. (Montrose).	110078	27.37
Morgantown and Fairmont, W. Va.	3	25.88	Morgantown, Fairmont, W. Va. (Balto. and Ohio).	116017	26.17

¹ Distance (22.08 miles) covered by Cedar Rapids and Council Bluffs, Iowa, R. P. O.² Short run, Minneapolis, Minn., to Sioux City, Iowa (281.03 miles).³ Cars run through from Minneapolis, Minn., to Chicago, Ill., and are shown on Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O.⁴ 1 in reserve.⁵ In reserve.⁶ Balance of route (29.89 miles) covered by Babcock and Tomah, Wis., closed-pouch service. (See Table C.)⁷ Balance of route (117.57 miles) covered by St. Paul, Minn., and Minot, N. Dak., R. P. O.⁸ East division, Minot, N. Dak., to Chinook, Mont. (409.27 miles).⁹ West division, Chinook, to Butte City, Mont. (313.48 miles).¹⁰ Distance (5.90 miles) covered by Sioux City and Council Bluffs, Iowa, R. P. O.¹¹ 1 in reserve, 1 line of 40-foot cars paid for over whole route.¹² 2 helpers between Missouri Valley and Wisner.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
18,350	July 1, 1891	3 25.74	4 25.56	7	205,714	140.51	1 40 1	9 2	4	2		
1,924	do	4 28.20	3 29.24	6	166,181	132.31	1 40 2 1/2	9 2	4	1	4	
1,432	do	65 25.50	66 23.10	6	166,860	132.85	4 3 21 3	7 2	4	1	4	
949	do						1 16 7	7 6				
1,011	do	2 24.30	3 20.55	6	103,733	165.18	1 23 1	9 5	2	1	2	
240	do						1 20 8	8 10				
2,441	July 1, 1890	3 28.93	4 24.71	7	299,570	272.84	4 4 24 7	9 0	3	1	6	
1,872	do				229,467	208.99			3	1		
541	do	131 14.42	132 14.42	6	31,946	101.74	1 24 0	8 10	1	1	1	
10,563	July 1, 1891	3 23.68	4 24.46	7	183,805	125.55	11 8 50 0	9 3	4	2	10	
6,960	do	3 23.68	4 24.46									
4,336	July 1, 1890	3 24.65	4 27.66									
674	July 1, 1892	91 25.43	92 23.98	6	82,073	130.69	2 14 0	9 4	2	1	2	
333	do	91 25.44	92 23.98	6								
697	do	91 25.44	92 23.98	6								
4,621	July 1, 1891	1 24.51	2 23.90	7	221,737	151.46	2 24 2	9 3	1	1	14	
		3 23.90	4 23.20	7	97,861	141.72	3 21 10	9 3	2	1		
1,297	July 1, 1890						1 23 2	9 3				
10,683	July 1, 1891	3 14.78	4 14.90	1	114,519	156.31	1 24 0	7 3	2	1	2	
							1 21 3	7 6				
443	July 1, 1890											
541	July 1, 1892	389 27.23	387 20.92	6	20,837	66.36	1 15 0	8 5	1	1	11	
1,380	do	101	102	6	21,534	68.58	1 13 0	9 5	1	1	1	
267	do	43 26.15	36 26.66	6	168,492	178.86	3 12 0	6 8	3	1	3	
853	do	103 24	112 22.46	6	42,472	138.54	1 12 8	8 6	1	1	1	
		101 9	102 9	6	1,030		1 8 6	10 0				
896	do	8 12.70	7 12.70	6	32,357	103.38	1 16 0	7 6	1	1	1	
218	do											
1,883	do	52 22.84	51 22.84	6	29,402	93.64	1 19 6	8 9	1	1	1	
232	do	3 14.80	2 17.68	6	18,312	58.32	1 6 2	6 10	1	1	1	
							1 4 10	5 6				
331	July 1, 1889	705 16.10	700 21.85	6	16,253	51.76	1 12 6	7 10	1	1	1	

¹³ Balance of route (297.04 miles covered by Long Pine, Nebr., and Deadwood, S. Dak., R. P. O.)¹⁴ Balance of route La Crosse to Goodland (49.30 miles) covered by closed-pouch service. (See Table C.)¹⁵ Double daily service. Monett, Mo., to Fort Smith, Ark. (138.69 miles).¹⁶ 2 helpers daily to Fayetteville, Ark. (70 miles).¹⁷ Fort Smith and Mansfield, Ark., R. P. O. run over this route between Fort Smith and Jensen, Ark. (13.90 miles).¹⁸ Balance of route covered by St. Louis, Mo., and Burrton, Kans., R. P. O. (286.90 miles). Between Monett and Pierce City, Mo. (5 miles) is additional to St. Louis, Mo., and Burrton, Kans., R. P. O.¹⁹ The clerk runs through to Long Branch, N. J.²⁰ The clerk is allowed mileage between Montandon and Lewisburg (1.64 miles), but the service is by messenger.²¹ 20 miles in Waycross and Montgomery R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distances run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Moria and Brandon, N. Y.	2	<i>Miles.</i> 33.81	Moria, N. Y., Brandon, N. Y. (No. Adiron.).	107052 (part)	133
Mound House, Nev., and Keeler, Cal. ³	8	160.72	Mound House, Nev., Keeler, Cal. (Carson and Colo. R. R.).	175004	293.03
		141	Belleville Jct. (n. o.), Candelaria, Nev. (Carson and Colo. R. R.).	175006	7.75
Mount Airy and Wilmington, N. C.	3	248.44	Mount Airy, Fayetteville, N. C. (C. F. and Y. V.).	118011 (part)	165.99
			Fayetteville, Wilmington, N. C. (C. F. and Y. V.).	118042	83.64
Mount Morris and Buffalo, N. Y.	2	82.09	Mount Morris, N. Y., Attica, N. Y. (N. Y., L. E. and W.).	107006	50.89
			Attica, N. Y., Buffalo, N. Y. (N. Y., L. E. and W.).	107008 (part)	(⁷)
Mount Pleasant and Keokuk, Iowa.	6	50.40	Mt. Pleasant, Keokuk, Iowa (St. L., Keo. and No. West.).	145018 (part)	51.11
Mullan, Idaho, and Tekoa, Wash.	8	87.16	Mullan, Idaho, Tekoa, Wash.	170008	87.16
Mulvane, Kans., and Panhandle, Tex. ¹²	11	303.59	Mulvane, Wellington, Kans. (A., T. and S. F.).	155037 (part)	17.61
			Wellington, Kiowa, Kans. (A., T. and S. F.).	155035	68.77
			Kiowa, Kans., Panhandle, Tex. (A., T. and S. F.).	153004	217.21
Murphy, N. C., and Blue Ridge, Ga.	4	26.89	Murphy, N. C., Blue Ridge, Ga.	121030 (part)	26.89
Muscataine and Montezuma, Iowa.	6	96.87	Muscataine, What Cheer, Iowa (B., C. R. and North.).	143004	76.52
			Thornburg, Montezuma, Iowa (B., C. R. North.).	143065	16.36
Muskegon and Allegan, Mich.	9	60.06	Muskegon, Holland, Mich. (C. and W. M.).	137022 (part)	(^{14a})
			Holland, Allegan, Mich. (C. and W. M.) ..	137023	24.61
Nashville, Tenn., Atlanta, Ga. ...	4	289	Nashville, Chattanooga, Tenn. (N., Chat. and St. L. R. R.).	127004	151
			Chattanooga, Tenn., Atlanta, Ga. (N. C., St. L. R. R.).	121002	138
Nashville, Tenn., and Hickman, Ky.	5	169.95	Nashville, Tenn., Hickman, Ky. (Nash., Chat. and St. L.).	127007	171.10
Nashville, Tenn., and Hopkinsville, Ky.	5	72.01	Nashville, Tenn., Hopkinsville, Ky. (Louis. and Nash.).	135032 (part)	(¹⁹)
Nashville and Hope, Ark.	11	25.97	Nashville, Hope, Ark. (Ark. and La.) ...	147009	25.97
Nashville, Tenn., and Montgomery, Ala.	5	305.92	Nashville, Tenn., Decatur, Ala. (Louis. and Nash.).	127006	121.75
			Decatur, Montgomery, Ala. (Louis. and Nash.).	124004	183.86
Nashville, Tenn., and St. Louis, Mo.	5	317.14	Nashville, Tenn., East St. Louis, Ill. (Louis. and Nash.).	135032	319.24
Nashville and Tracy City, Tenn.	5	107.56	Nashville, Cowan, Tenn. (Nash. Chatt. and St. L.).	127004 (part)	(²⁰)
			Cowan, Tracy City, Tenn. (Nash. Chatt. and St. L.).	127010	30.03

¹ 23.55 miles, Brandon and Tupper Lake, N. Y., covered by closed pouch service. (See Table C.)

² In reserve.

³ 7 round trips per week, Mound House to Candelaria, Nev.; 3 round trips per week, Belleville Junction (n. o.), Nev., to Keeler, Cal.; clerks alternate every 4 weeks.

⁴ Balance of route (57.20 miles) covered by the Fayetteville, and Pegguals R. P. O.

⁵ 2 in reserve.

⁶ Clerk alternates with Rochester and Olean clerk.

⁷ 33.13 miles covered by N. Y., Horn. and Buffalo R. P. O.

⁸ and clerks are shown on route No. 107006.

⁹ Balance of route (138 miles) covered by Burlington, Iowa, and St. Louis, Mo., R. P. O.

¹⁰ 1 acting clerk additional from February 1, 1892. Service extended, Wallace to Mullan, April 19, 1892.

¹¹ Balance of route covered by closed-pouch service (21.80 miles). (See Table C.) (7th Div., Wellington and Caldwell.)

¹² November 1, 1891, service extended to begin at Mulvane, Kans.; increased distance, 17.61 miles.

¹³ Remainder of route (83.11 miles) in Knoxville and Marietta R. P. O.

¹⁴ 1 reserve car.

^{14a} Shown in Big Rapids and Holland R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
206	July 1, 1890	222	50	322	75	6	21,233	67.62	1	9 4	6 3	1	1	1
529	do	115	38	215	31	7	117,647	107.14	3	7 0	4 6	3	1	4
375	do	314	59	415		3	43,992	141				1	1	
1,139	July 1, 1892	121	14	220	27	6	156,020	124.22	4	20 0	8 10	4	1	4
853	do													
1,208	July 1, 1899	117	24.79	118	26.26	6	51,553	126.32	1	19 6	9 0	1	1	1
8,131	do	117		118		6			(⁵)			(⁷)		
6,209	July 1, 1891	50	11.41	51	10.43	6	31,651	100.80	1	24 8	8 11	1	1	1
714	May 27, 1891	91	14.14	92	14.20	7	63,801	87.16	2	24 10	9 1	2	1	101
861	July 1, 1890	52	77.85	528	19.38	7	222,228	151.79	1	23 5	9 10	4	1	4
1,012	do								1	15 9	9 1			
434	do								1	13 7	9 1			
581	July 1, 1892	10	14.85	9	18.57	7	19,834	53.78	142	7 11	6 0	1	1	1
833	July 1, 1891	30	24.12	31	23.72	6	60,834	96.87	1	11 11	9 4	2	1	2
726	do	30	24.12	31	23.72									
1,382	July 1, 1892	88	22.64	87	26	6	37,717	120.12	1	11 4	8 10	1	1	1
898	do	88	22.64	87	26	6								
		125	90	225	80	7	218,136	144.50	16 8	50 0	9 0	4	2	
		329		428	33	7	218,136	144.50	16 8	49 4	9 0	4	3	1735
		525	16	626	26	7	94,828	151	1	17 5	9 2	2	1	
		125	90	225	80	7								
16,073	July 1, 1892	329		428	33	7			3	40 0	9 2			
		525	55	626	30	7	101,016	138	2	41 8	8 8	2	3	
3,456	do	51	22.82	52	22.04	6	106,720	113.30	2	19 5	8 11	3	1	184
									1	15 1	8 10			
9,979	July 1, 1891	56	18.60	55	20.80	6	45,220	144.02	1	14 4	8 9	1	1	(²⁰)
730	July 1, 1890	212	49	111	98	7	35,319	103.88	1	6 2	8 7	7	1	1
		412	49	311	98	6			1	7 8	9 4			
9,722	July 1, 1892	326	09	226		7	223,933	152.96	21 2	45 0	9 6	4	2	214
		132	16	431	59	7	223,933		21 1	24 0	8 6	4	1	
7,810	do	326	09	226		7			1	14 0	8 0			
		132	16	431	59	7								
9,979	July 1, 1891	52	25.52	51	25.52	7	232,146	158.57	24 2	22 0	9 0	24 4	2	217
		54	27.74	53	27.74	7	232,146		2	50 0	9 0	24 4	2	
12,533	July 1, 1892	124	69	221	40	6	67,545	215.12	1	11 10	6 6	1	1	1
239	do	121	24.69	122	21.40	6								

¹⁶ Paid as one line 40-foot cars between Nashville and Chattanooga; one line 50-foot cars and two lines 40-foot cars between Chattanooga and Atlanta.

¹⁷ 4 reserve cars.

¹⁸ 2 transfer clerks, Atlanta; 1 check clerk, Atlanta; 4 detailed to superintendent's office.

¹⁹ One helper running between Nashville and Martin, Tenn. (141 miles), on Monday, Thursday, Friday, and Saturday of each week.

²⁰ Covered by Nashville and St. Louis R. P. O. (71.30 miles).

²¹ Short run of Nashville and St. Louis R. P. O., to which this clerk is appointed, and shown with that line.

²² Railway post office cars (45 feet long, 46 feet pay) on day line.

²³ Day line, 4 crews, 2 clerks to crew. Night line 4 crews, 1 clerk to crew, and 2 helpers between Nashville, Tenn., and Decatur, Ala., 4 nights on and 4 nights off, distance 122.49 miles.

²⁴ Apartment cars on night line.

²⁵ Apartment cars on day line; railway post-office cars (50 feet long, 40 feet pay) on night line.

²⁶ Day line.

²⁷ One clerk in apartment cars between Nashville and Hopkinsville, 71.76 miles (see that line).

²⁸ Night line.

²⁹ Covered by Nashville and Atlanta R. P. O. (Fourth division) 87 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, regulator to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Nebraska City, Nebr., and Cheyenne, Wyo.	6	<i>Miles.</i> 582.37	Nebraska City, Nemaha City, Nebr. (B. and M. R. in Nebr.). Nemaha City, Beatrice, Nebr. (B. and M. R. in Nebr.). Beatrice, De Witt, Nebr. (B. and M. R. in Nebr.). De Witt, Edgar, Nebr. (B. and M. R. in Nebr.). Edgar, Holdredge, Nebr. (B. and M. R. in Nebr.). Holdredge, Elwood, Nebr. (B. and M. R. in Nebr.). Elwood, Nebr., Cheyenne, Wyo. (B. and M. R. in Nebr.).	¹ 157005 (part) 157019 157006 (part) ⁴ 157026 (part) 157043 157031 157042	27.56 67.90 (²) 57.56 81.11 28.72 307.82
Nevada, Mo., and Fleming, Kans.	7	47.78	Nevada, Mo., Fleming, Kans. (Mo. Pac.).	⁶ 145058 (part) 151038	47.53 44.04
Newark and Shawnee, Ohio....	5	43.88	Newark, Shawnee, Ohio (Balt. and Ohio).	131093	25.94
New Galilee, Pa., and New Lisbon, Ohio.	5	25.19	New Galilee, Pa., New Lisbon, Ohio (Pitts., Mar. and Chic.).	106021	14.29
New Hartford and Farmington, Conn.	1	14.30	New Hartford, Farmington, Conn. (N. Y., N. H. and Hart.).	110201	16.34
New Hope and Philadelphia, Pa.	2	37.57	New Hope, Pa., Breadyville, Pa. (N. E. Pa.). Breadyville, Pa., Glenside, Pa. (N. E. Pa.). Glenside, Pa., Philadelphia, Pa. (P. and R.).	110109 110004 (part) 149019	9.85 (¹²) 61.54
New Lewisville, Ark., and Shreveport, La.	11	61.54	New Lewisville, Ark., Shreveport, La. (St. L. and S. W.).	106004	(¹²)
New London and New Haven, Conn.	1	51.81	New London, New Haven, Conn. (N. Y., N. H. and Hart.).	149024 149027 149003 149010 150012	40.38 19.75 145.45 113.66 106.89
New Orleans and Buras, La. ¹⁴	11	60.13	New Orleans, City Price, La. (N. O., Ft. J. and G. I.). City Price, Buras, La. (N. O., Ft. J. and G. I.).	149002 149011 150009 (part.) 147014	170.40 157.67 40.20 42.19
New Orleans, La., and Marshall, Tex.	11	368.27	New Orleans, Lafayette, La. (M. L. and F.). Lafayette, La., Orange, Texas (Tex. and N. O.). Orange, Houston, Tex. (Tex. and N. O.).	149002 149011 150009 (part.) 147014	170.40 157.67 40.20 42.19
Newport and Cushman, Ark....	11	42.19	Newport, Cushman, Ark. (St. L., I. M. and S.).	103010 (part.) ¹² 103002 (part.)	105.15 14
Newport, Vt., and Springfield, Mass.	1	229.60	Newport, White Riv. Jct., Vt. (Bos. Me.). White River Jct., Windsor, Vt. (Cen. Vt.).		

¹Balance of route (58.15 miles) covered by Red Oak, Iowa, and Lincoln, Nebr., R. P. O., and by Lincoln, Nebr., and Deadwood, S. Dak., R. P. O. (51.70 miles).

²East division, Nebraska City to Holdredge, Nebr., 245.57 miles.

³Distance (12.50 miles) covered by Lincoln, Nebr., and Concordia, Kans., R. P. O.

⁴Balance of route (27.96 miles). Covered by Edgar and Superior, Nebr., pouch service. (See Table C.)

⁵West division, Holdredge, Nebr., to Cheyenne, Wyo., 336.80 miles.

⁶Topeka and Coffeyville, Kans., also runs over 11.84 miles of this part of route between Cornell (n. o.) and Fleming, Kans.

⁷Balance of route 145058 (29.80 miles) covered by Topeka and Coffeyville, Kans., R. P. O.

⁸Reestablished service; in effect from June 12, 1892 (16 days).

⁹In reserve.

¹⁰One car in reserve.

¹¹Cars and clerks shown on route No. 110201.

¹²11.10 miles covered by Bethlehem and Philadelphia R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,949	July 1, 1890	97	26.08	98	26.31	6	154,217	122.79	2	14 0	6 11	4	1	8
965	do	97	26.08	98	26.31									
2,786	do	88	26.08	87	26.31									
748	do	97	26.08	98	26.31									
844	do	97	26.08	98	26.31									
1,529	do	151	28.87	152	28.07	6	211,510	168.40	3	14 0	9 0	4	1	
939	do	151	28.87	152	28.07									
909	July 1, 1891	325	25.01	326	25.01	6	21,529	95.56	1	16 0	6 10	1	1	1
339	July 1, 1892	208	26.40	207	26.40	6	27,557	87.76	1	12 0	6 8	1	1	1
234	July 4, 1888	9	22.20	6	17.28	6	15,819	50.38	1	21 2	8 11	1	1	1
1,059	July 1, 1889	631	24	630	16.80	6	8,980	57.20	1	12 0	5 6	1	1	1
		637	21	636	24	6	8,980							
		335	24.76	370	26	6	23,954	75.14	1	13 6	6 2	1	1	1
453	July 1, 1889	385		370		6			(1)			(1)		
7,020	do	335	18.83	370	17.36	6			(1)			(1)		
120	July 1, 1890	71	18.98	72	18.93	6	38,647	123.08	1	24 0	8 0	1	1	1
16,418	July 1, 1889	409	26.47	410	27.30	6	32,537	103.62	1	15 6	6 6	2	1	13
		419	27.54	416	25.91	6	32,537		1	14 2	6 6			
411	July 1, 1890	3	10.45	4	11.63	6	30,494	120.26	1	14 0	6 2	1	1	1
									1	7 0	6 9			
9,298	do	18	26.61	17	27.62	7	267,912	183	4	40 0	9 1	4	2	14
		20	25.92	19	28.33	7	267,912	164.22	1	26 3	9 0	5	1	
8,303	do								1	24 10	9 0			
8,284	do								1	21 11	9 0			
									1	25 5	9 0			
2,677	do	53	23.28	54	23.50	7	269,574	162.69	3	25 0	9 1	5	1	16
1,931	do								1	25 0	9 1			
3,420	do	125	14.06	126	6.25	6	26,495	84.38	1	14 2	9 4	1	1	1
6,020	July 1, 1889	54	22.98	3	22.53	6	144,188	114.80	1	41 4	8 10	4	1	21
		52	26.84	33	24.73	6	144,188		1	45 3	9 0	4		
6,401	do	54	27.99	3	24				1	21 6	9 0			
		52	27.99	33	27.99				1	25 3	9 0			

¹² Covered by Boston, Providence and New York R. P. O. (51.71 miles).¹⁴ 1 clerk as transfer clerk, New London, Conn.¹⁵ Reserve car.¹⁶ February 1, 1892, service extended to Burras, La., increase distance (19.75 miles).¹⁷ Double daily service. Postal-car service on trains 17 and 18.¹⁸ 1 helper daily to Schriever, La., on trains 19 and 20 (55 miles).¹⁹ 1 helper daily to Baton Rouge Junction (n.o.), La. (89.04 miles).²⁰ Reserve.²¹ Balance of route covered by Texarkana, Ark., and El Paso, Tex. R. P. O. (793.23 miles).²² Balance of route covered by closed-pouch service between Newport and Derby Line, Vt. (9.44 miles). (See Table C.)²³ 2 clerks on short run, 2 clerks as helpers; daily average (120 miles); 1 clerk as transfer clerk, White River Junction, Vt.²⁴ Balance of route covered by St. A. and Boston R. P. O. (120.50 miles) and St. Albans and Ogdenburg R. P. O. (second division, 24.27 miles).

TABLE A².—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of routes.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Newport, Vt., and Springfield, Mass.—Continued.</i>		229.60	Windsor, Bellows Falls, Vt. (Sul. Co.)...	103004	25.50
			Bellows Falls, Brattleboro, Vt. (Ver. Val.).	103005	24.17
			Brattleboro, So. Vernon (n. o.), Vt. (Cen. Vt.).	104062 (part.)	(*)
			So. Vernon, Vt. (n. o.), Springfield, Mass. (Conn. Riv.).	104067	51.98
Newport, Vt., and Springfield, Mass., "short run."	1	124.39	White River Jct., Windsor, Vt. (Cen. Vt.).	103002	(*)
			Windsor, Bellows Falls, Vt. (Sul. Co.)...	103004	(*)
			Bellows Falls, Brattleboro, Vt. (Ver. Val.).	103005	(*)
			Brattleboro, So. Vernon, Vt. (n. o.), (Cen. Vt.).	104062 (part.)	(*)
			So. Vernon, Vt. (n. o.), Springfield, Mass. (Conn. Riv.).	104067	(11)
Newton circuit	1	22.90	Boston, Riverside, Mass. (Bos. and Alby.).	104074	12.19
Newton, Kans., and Galveston, Tex. ¹²	11	754.23	Newton, Arkansas City, Kans. (A., T. and S. F.).	155011	79.02
			Arkansas City, Kans., Purcell, I. T. (A., T. and S. F.).	153003	154.51
			Purcell, I. T., Fort Worth, Tex. (G. C. and S. F.).	150054	173.04
			Fort Worth, Galveston, Texas (G. C. and S. F.).	150027	347.66
<i>New York, N. Y., Baltimore, Md., and Washington, D. C.</i>	2	228.62	Jersey City, N. J., Bound Brook, N. J. (C. of N. J.).	109001 (part.)	(14)
			Bound Brook, N. J., Jenkintown, Pa. (P. and R.).	110103	(19)
			Jenkintown, Pa., Wayne Junction, Pa. (P. and R.).	110004 (part.)	(20)
			Wayne Junction, Pa., West Falls, Pa. (P. and R.).	110180	2.47
			West Falls, Pa., Park Junction, Pa. (P. and R.).	110002 (part.)	(21)
			Park Junction, Pa., Baltimore, Md. (B. and O.).	113027	97.30
			Baltimore, Md., Washington, D. C. (B. and O.).	119002 (part.)	(22)

¹ Balance of route covered by Brattleboro and New London R. P. O. (111.22 miles).² Covered by Brattleboro and New London R. P. O. (10.28 miles).³ Reserve cars.⁴ Balance of route covered by St. Albans and Boston R. P. O. (120.50 miles); St. Albans and Ogdensburg R. P. O. (second division) 24.27 miles.⁵ Covered by Newport and Springfield R. P. O. (14 miles).⁶ Shown in column 17, Newport and Springfield R. P. O.⁷ Covered by Newport and Springfield R. P. O. (25.50 miles).⁸ Covered by Newport and Springfield R. P. O. (24.17 miles).⁹ Balance of route covered by Brattleboro and New London R. P. O. (111.22 miles).¹⁰ Covered by Brattleboro and New London R. P. O. (10.28 miles).¹¹ Covered by Newport and Springfield R. P. O. (51.98 miles).¹² Double daily service between Newton, Kans., and Purcell, Ind. T. (233.53 miles); Florence and Arkansas City, Kans., R. P. O. runs in trains 424 and 425 between Winfield and Ar-

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
9,861	July 1, 1889	54 26	31 20	6	78,117	124.39	1	25 0	6 8	2	1	(9)
9,726	do	52 34.66	33 28.36					25 10	6 9			
2,323	do	54 26.17	32 80					15 10	7 0			
11,750	do	52 31.90	33 36					44 8	8 10			
6,401	do	54 10	3 26	7	297,243	193.04	2	21 0	9 4	5	1	1718
9,861	do	52 35.33	33 24					21 0	9 4			
9,726	do	54 26.78	3 30					20 0	9 0			
2,323	do	52 30	3 30					20 0	9 0			
11,750	do	15 14	23 27.99	7	167,350	114.31	102 101	50 0	8 7	4	2	170
9,861	do	15 23.36	23 31.80					50 0	8 7			
9,726	do	15 27.69	23 30									
2,323	do	15 30	23 24									
11,750	do	15 29.40	23 22.72	7	170,945	189.57	102 101	50 0	8 7	4	2	170
1,142	do	69 18.81	87 16.16									
3,797	July 1, 1890	139 20.20	195 17.17									
1,699	do	23 17.61	8									
988	do	403 25.73	406 26.43	7	254,487	144.93	102 101	50 0	8 7	4	2	170
1,287	do	407 25.95	406 25.63									
4,041	July 1, 1889	1 25.52	2 25.37									
570	do											
7,020	do	508	516	7			(19)			(19)	(19)	(19)
957	Apr. 16, 1890	503	516									
5,192	July 1, 1889	503	516									
290	do	508 40.14	516 36.48									
34,770	do	503	516	7			(19)			(19)		

Kansas City, Kans. (12.90 miles); Kansas City, Mo., and Pueblo, Colo., R. P. O. runs in trains 403 and 414 between Newton and Wichita, Kans. (27.10 miles); Wichita and Englewood, Kans., R. P. O. runs in trains 457 and 458 between Wichita and Mulvane, Kans. (15.60 miles).

¹² Clerks divide on Fort Worth, Tex., north division, (406.57 miles); south division (347.66 miles); 3 helpers daily between Newton, Kans., and Guthrie, Okla., on all trains (167.60 miles); 1 helper daily between Fort Worth and Clifton, Tex., (75.40 miles); 1 clerk detailed to transfer service at Fort Worth, Tex.

¹⁴ Reserve.

¹⁵ 23 miles covered by New York, Somerville and Easton R. P. O.

¹⁶ Only 40-foot cars authorized and paid for.

¹⁷ One transfer clerk at Jersey City, N. J.

¹⁸ 49.19 miles covered by Bound Brook and Philadelphia R. P. O.

¹⁹ Cars and clerks shown on route No. 100061.

²⁰ 5.71 miles covered by Bethlehem and Philadelphia R. P. O.

²¹ 3.23 miles covered by Pottsville and Philadelphia R. P. O.

²² 40 miles covered by Baltimore and Grafton R. P. O. (third division).

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>New York, N. Y., and Chicago, Ill.</i> This line is divided into three divisions.					
<i>East Division.</i> —New York, N. Y., and Syracuse, N. Y.	9	290.72	New York, N. Y., Syracuse, N. Y. (N. Y. C. and H. R.).	107011 (part)	439.52
		142.88	New York, N. Y., Albany, N. Y. (N. Y. C. and H. R.).	107011 (part)	(*)
		147.84	Albany, Syracuse, N. Y. (N. Y. C. and H. R.).	107011 (part)	(*)
<i>Middle Division.</i> —Syracuse, N. Y., and Cleveland, Ohio.	9	331.80	Syracuse, Buffalo, N. Y. (N. Y. C. and H. R.).	107011 (part)	(*)
			Buffalo, N. Y., Cleveland, Ohio (L. S. and M. S.).	131095 (part)	183
<i>West Division.</i> —Cleveland, Ohio, and Chicago, Ill.	9	357	Cleveland, Ohio, Chicago, Ill. (L. S. and M. S.).	131095 (part)	357
			Elyria, Millbury, Ohio (L. S. and M. S.).	131007	75.01
			Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	131045	123.97

* The total equipment of this line is as follows: 48 cars, 60 feet by 9 feet; 8 of these cars held in reserve and as extras; 2 cars, 50 feet by 9 feet, held in reserve and as extras; 1 apartment car, 17 feet by 9 feet, and 2, 20 feet by 9 feet.

* Clerks are detailed as follows: 1 as chief clerk at Chicago, Ill.; 1 as chief transfer clerk at Grand Central Depot, New York, N. Y.; 6 as assistant transfer clerks, New York City, N. Y.; 2 as transfer clerks at Syracuse, N. Y.; 3 as transfer clerks at Rochester, N. Y.; 2 as transfer clerks at Union Depot, Cleveland, Ohio; 1 as assistant to transfer clerks, Union Depot, Cleveland, Ohio; 1 as transfer clerk at N. Y., P. and O. Depot, Cleveland, Ohio; 2 as transfer clerks at Toledo, Ohio; 1 as transfer clerk at Elkhart, Ind.; 3 to office of chief clerk at Syracuse, N. Y.; 3 to R. M. S. printing office at Cleveland, Ohio; 7 to office superintendent R. M. S., Cleveland, Ohio; 2 to office General Superintendent, Washington, D. C.; 4 to the Cleveland and Toledo R. P. O.; 2 clerks assigned to run as helpers on trains 2 and 11, week on and week off, between Albany and Syracuse, N. Y. (147.84 miles); 2 clerks assigned to run on trains 21 and 26 between New York and Albany, N. Y. (142.88 miles), 4 days each week, 1 commencing at New York City on Monday and 1 commencing there on Thursday; helpers west distribute New York City letters east; 2 clerks assigned to run on

trains 21 and 26 between New York and Albany, N. Y. (142.88 miles), 6 days on and 6 off; New York papers west, New York City east; 2 clerks assigned as doormen on trains 21 and 23 between New York and Albany, N. Y. (142.88 miles), 6 days on and 6 off; 4 clerks assigned as helpers on trains 14 and 3 between Albany and Syracuse, N. Y. (147.84 miles), 6 days on and 6 off; 3 clerks assigned as porters on train 11 between Albany and Syracuse, N. Y. (147.84 miles), 5 nights each week; 4 clerks assigned as porters on trains 11 and 14 between Syracuse, N. Y., and Cleveland, Ohio, (336.48 miles), 6 days on and 6 off; 4 clerks assigned as register clerks between New York and Dunkirk, N. Y. (479.82 miles), outward on train 11 and inward on train 14; 4 clerks assigned as register clerks between Buffalo, N. Y., and Chicago, Ill. (540 miles), outward on train 11, inward on train 4; 2 clerks assigned as short stops on train 11 between Syracuse and Buffalo, N. Y. (153.48 miles), 5 days each week, 1 to distribute Michigan papers and 1 to distribute Ohio papers; 2 clerks assigned to run on trains 3 and 4 between Buffalo, N. Y., and Cleveland, Ohio (183 miles), week on and week off, Illinois papers on train 3, helper on New England papers on train 4; 3 clerks in each crew that run west from New York City to Syracuse, N. Y., on train 11, run east from Syracuse to Albany, N. Y. (147.84 miles), on train 26, and from Albany to New York City

in the United States on June 30, 1892.—Continued.

Average weight of mail, whole distances per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crews.	Number of clerks appointed to line.
		Train No. outward.	A ^v speed (miles).	Train No. inward.					Length.	Width.			
Lbs.									Ft. In.	Ft. In.			
184,907	July 1, 1890	3 33.38	2 30.66	6	182,572	124.70	2	60 0	9 0	4 8	2	3	
		13 40.57	14 40.28	7	212,807	145.36	2	60 0	9 0	4 11	2	11	
		11 34.92	32 30.66	7	212,807	145.36	2	60 0	9 0	4 16	2	16	
184,907	do	21	26 20.06	6	151,268	145.36	2	60 0	9 0	4 3	2	3	
		27 30.08	24 31.17	6	89,728	142.88	1	17 0	9 0	2	2	2	
184,907	do		30 25.39	6	46,422	73.92	1	60 0	9 0	(¹)	(¹)	(¹)	
184,907	do	3 (²)	2 (²)	6	208,870	142.38	2	60 0	9 0	4 8	2	8	
		13 (²)	14 (²)	7	242,877	165.90	2	60 0	9 0	4 11	2	11	
		11 (²)	32 (²)	7	242,877	165.90	2	60 0	9 0	4 14	2	14	
141,904	do	3 (²)	2 (²)	6	(²)	(²)	2	60 0	9 0	(²)	(²)	(²)	
		13 (²)	4 (²)	7	(²)	(²)	2	60 0	9 0	(²)	(²)	(²)	
		11 (²)	14 (²)	7	242,877	165.90	2	60 0	9 0	(²)	(²)	(²)	
141,904	do	3 28.54	4 37.24	7	255,797	174.72	2	60 0	9 0	4 6	2	6	
		13 38.57	16 24.62	7	252,833	172.70	2	60 0	9 0	4 11	2	11	
		11 33.75	14 30.85	7	252,833	172.70	8	60 0	9 0	4	10	10	
			2 26.78	6	199,115	173.75	1	60 0	9 0	(²)	(²)	(²)	
78,867	July 1, 1892		14 (²)	7	(²)	(²)	4	60 0	9 0	(²)	(²)	(²)	
		13 (²)	4 (²)	7	(²)	(²)	2	60 0	9 0	(²)	(²)	(²)	
59,914	do	3 (²)	2 (²)	6	(²)	(²)	2	60 0	9 0	(²)	(²)	(²)	
		13 (²)	14 (²)	7	(²)	(²)	4	60 0	9 0	(²)	(²)	(²)	

they run as New York City clerks on train 24; 2 clerks in each crew that run west from New York City to Syracuse, N. Y., on train 13, run east on train 2, except Sunday, and handle registers and New York City letters; 2 clerks in each crew that run west from New York City to Syracuse, N. Y., on train 13, run east to Albany, N. Y., on train 14 as local clerks, and run from Albany to New York City on train 26; 3 clerks in each crew that run east on train 14, run west from New York City on train 21 to Syracuse, N. Y.; 1 clerk in each crew that runs east from Syracuse to New York City on train 2, runs west on train 13 as doorman; 4 clerks assigned to run between Albany and New York City on trains 24 and 27; 1 clerk in each crew that runs west from Cleveland to Chicago, Ill., on train 3, runs east as clerk in charge of train 2; 4 clerks in each crew that run west from Cleveland, Ohio, to Chicago, Ill. (347.50 miles), on train 13 run east on train 4; 2 clerks in each crew that run west from Cleveland, Ohio, to Chicago, Ill. (347.50 miles), on train 13 run east on train 14; 4 clerks that run from Cleveland, Ohio, to Chicago, Ill. (347.50 miles), on train 11 as Michigan paper clerks run east as local clerks of train 2; the clerk that runs as clerk in charge of Toledo and Chicago train 25, runs from Cleveland to Toledo, Ohio (113 miles), on train 2, as Michigan paper clerk, and runs on same train from Elkhart, Ind., to Chicago, Ill. (101.20 miles), as distributor of western terri-

ories; second clerk of Toledo and Chicago train 25 runs from Elkhart, Ind., to Chicago, Ill. (101.20 miles), on train 3, as distributor of Colorado letters and papers, and this clerk runs east to Toledo, on train 4, as helper on New York papers; 6 clerks of the Chicago office are detailed to run west from Toledo, Ohio, daily, on train 13, to distribute Chicago city letters; 1 clerk from the Rochester, N. Y., office runs from Utica to Rochester, N. Y., on train 11, daily, except Sunday and Monday, to distribute Rochester city letters; 2 clerks from the Buffalo, N. Y., office run between Syracuse and Buffalo, N. Y., on train 11, daily, except Sunday and Monday, to distribute Buffalo city letters; 1 clerk from the Cleveland, Ohio, office runs from Buffalo, N. Y., to Cleveland, Ohio, on train 11, daily, except Sunday and Monday, to distribute Cleveland city letters.

¹ Included in the 439.52 miles of route shown opposite New York and Syracuse, N. Y.

² Accounted for with East Division train 11.

³ Shown opposite same trains between New York and Syracuse, N. Y.

⁴ Shown opposite same trains between Cleveland, Ohio, and Chicago, Ill.

⁵ Accounted for on route 107011, Syracuse and Buffalo, N. Y.

⁶ Accounted for on trains 25 and 3, Cleveland, Ohio, and Chicago, Ill.

⁷ Shown opposite route 131095, Cleveland, Ohio, to Chicago, Ill.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>West Division—Cleveland, Ohio, and Chicago, Ill. — Continued.</i>	9	357	Toledo, Ohio, Elkhart, Ind. (L. S. and M. S.).	131085 (part)	.....
New York, N. Y., Dover, N. J., and Easton, Pa.	2	86.87	Hoboken, N. J., Easton, Pa. (D. L. and W.).	109013	84.28
<i>New York and Dunkirk, N. Y.*</i>	2	461.38	New York, N. Y., Dunkirk, N. Y. (N. Y., L. E. and W.).	107001 (part). ⁽¹²⁾	459.92
New York, N. Y., and Elmira, N. Y.	2	300.43	Jersey City, N. J., Brills Junc., N. J. (C. of N. J.).	(?)	.....
			Brills Junction, N. J., Oak Island Junc., N. J. (C. of N. J.).	(?)	.....
			Oak Island Junc., N. J., West Newark Junc., N. J. (L. V.).	(?)	.....
			West Newark Junc., N. J., Easton, Pa. (L. V.).	109018	63.90
			Easton, Pa., Waverly, N. Y. (L. V.).	110010	205.56
			Waverly, N. Y., Elmira, N. Y. (N. Y., L. E. and W.).	107001 (part)	⁽¹²⁾
New York, N. Y., and Hackettstown, N. J. ⁽¹³⁾	2	62.79	Hoboken, N. J., Hackettstown, N. J. (D. L. and W.).	109013 (part)	⁽¹⁴⁾
<i>New York, Hornellsville and Buffalo, N. Y.</i>	2	425.69	New York, N. Y., Hornellsville, N. Y. (N. Y., L. E. and W.).	107001 (part)	⁽¹⁷⁾
			Hornellsville, N. Y., Buffalo, N. Y. (N. Y., L. E. and W.).	107008 (part)	⁽²⁰⁾
New York, N. Y., and Philadelphia, Pa.	2	91.82	Jersey City, N. J., Philadelphia, Pa. (Penna.).	109004	⁽²¹⁾
<i>New York, N. Y., and Pittsburg, Pa.</i>	2	443.20	Jersey City, N. J., Philadelphia, Pa. (Penna.).	109004 (part)	⁽²²⁾

Shown opposite same trains between Cleveland, Ohio, and Chicago, Ill.

* Shown opposite route 131085, Cleveland, Ohio¹ to Chicago, Ill.

¹ One clerk relieves New York and Hackettstown clerk every third week.

² One clerk on N. Y. and Hackettstown R. P. O.

³ In reserve.

⁴ This line is in two divisions: east division, New York to Hornellsville, 332.63 miles; west division, Hornellsville to Dunkirk, 128.75 miles.

⁵ There are 4 crews on the east division and 2 crews on the west division.

⁶ 5 helpers, 2 clerks on Hornellsville and Sala R. P. O.; 1 chief clerk of line; 3 clerks detailed to division superintendent's office; 1 transfer clerk, Elmira, N. Y.; 1 transfer clerk, Binghamton, N. Y.; 1 transfer clerk, Jersey City, N. J.; 2 transfer clerks, Dunkirk, N. Y.; 1 transfer clerk, Hornellsville, N. Y.; 1 relief clerk; 3 clerks on Port Jervis and New York R. P. O.

⁷ Routes not yet established by Department.

⁸ 2 clerks on Elmira and Wilkesbarre R. P. O.; 1 transfer clerk, Easton, Pa., and 1 helper.

⁹ Cars and clerks shown on route Jersey City

to Brills Junction.

¹⁰ 17.54 miles covered by New York and Dunkirk R. P. O.

¹¹ Short run of the New York, Dover and Easton R. P. O.

¹² 60.20 miles covered by the New York, Dover and Easton R. P. O.

¹³ Clerk relieved every third week by a New York, Dover and Easton clerk.

¹⁴ Clerk accounted for on New York, Dover and Easton R. P. O.

¹⁵ 332.31 miles covered by New York and Dunkirk R. P. O.

¹⁶ 2 clerks on Hornellsville and Buffalo R. P. O.; 4 helpers, 1 assistant to chief clerk of line; 4 transfer clerks at Buffalo, N. Y.

¹⁷ Cars and clerks shown on route No. 107001.

¹⁸ 92.47 miles covered by Hornellsville and Buffalo R. P. O.

¹⁹ 92.47 miles covered by Hornellsville & Buffalo R. P. O.

²⁰ 90.63 miles covered by New York and Washington R. P. O.

²¹ Service performed in New York and Washington R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>ft. in.</i>	<i>ft. in.</i>			
141,904	July 1, 1890	11	(1)	16	(1)	7	(3)	(3)	4	60 0	8 0	(3)	(3)	
				4	(1)	7			3	60 0	8 0			
		25 28.11					76,647	122.05	2	60 0	8 0			
3,283	July 1, 1889	13 25.87		14 24.49		6	54,554	107.79	1	20 0	8 10	4	2	1 43
									1	15 0	8 10			
16,149	July 1, 1892	3 28.09		12 28.68		7	337,730	153.79	4	15 0	8 10	6	3	39
									1	50 0	9 0			
		3 34.98		10 34.98		6	188,670	150.22	4	50 0	9 0	4	1	108
										25 0	8 34			
		3		10		6			(11)			(11)		
		3		10		6			(11)			(11)		
4,983	July 1, 1889	3 40.20		10 36		6			(11)			(11)		
4,653	do	3		10		6			(11)			(11)		
16,149	do	3 35.10		10 31.86		6			(11)			(11)		
3,283	do	17 24.69		22 27.06		6	39,432	83.72	2	15 0	8 10	1	1	(10)
16,149	do	9 29.78		8 35.10		6	267,333	170.27	2	50 0	9 0	5	3	102
									2	50 0	9 0			
8,131	do	9		8		6			(10)			(10)		
254,851	July 1, 1890	47 37.48		72 38.53		6	57,663	122.42	1	15 0	8 7 1/2	3	1	(9)
		89 30.54		96 41.7		6	57,663		1	20 0	8 7 1/2			
									1	30 0	8 7 1/2			
254,851	do	13 28.74				34	162,211	138.36	1	60 0	8 7	6	5	216
		1 30.18				34	162,211		1	60 0	8 7	6	4	
		7 35.45				34	162,211		4	60 0	8 7	6	8	
		9 34.09				34	162,211		1	60 0	8 7	6	5	
		25 37.08				34	162,211		2	60 0	8 7	6	5	
				4 31.13		34	162,211		1	60 0	8 7			
				6 35.12		34	162,211		2	60 0	8 7			
				8 32.94		34	162,211		3	60 0	8 7			
				10 30.45		34	162,211		1	60 0	8 7			
				20 35.83		34	162,211		2	60 0	8 7			

²² 10.63 miles covered by New York and Washington R. P. O.

²³ 8 helpers; 3 clerks New York and Philadelphia R. P. O.; 6 clerks Philadelphia and Harrisburg R. P. O.; 3 chief clerks of line; 4 assistants to chief clerks of line; 1 clerk general superintendent's office; 2 clerks division superintendent's office; 1 janitor, Harrisburg; 1 janitor, Philadelphia; 1 janitor, Pittsburg; 6 transfer clerks at Philadelphia, Pa.; 5 transfer clerks at Harrisburg, Pa.; 4 transfer clerks at Pittsburg, Pa.; 1 transfer clerk at Lancaster, Pa. Crews run as follows: On train 13, 6 crews of 5 each through to Pittsburg, Pa., returning to Harrisburg, Pa., next day on train 8; lie over until following day, then to New York on train 4; on train 25, 6 crews of 5 clerks each through to Pittsburg, Pa., returning to Harrisburg, Pa., next day on train 20; lie over until following day, then to New York on train 6; on train 1, 6 crews of 4 clerks each, through to Pittsburg, Pa., returning to Harrisburg, Pa., next day on train 10,

1 clerk; train 6, 1 clerk; train 4, 2 clerks; lie over until next day, then through to New York on train 8; on train 9, 6 crews of 5 clerks each, through to Pittsburg, Pa., returning to Harrisburg, Pa., next day on train 10; lie over until next day, then to New York on train 10; on train 7, 6 crews of 8 clerks each, through to Pittsburg, Pa., returning to Harrisburg, Pa., next day on train 6; lie over until following day, then to New York on train 20, 5 clerks; train 8, 3 clerks; on train 3, 4 crews of 2 clerks each, Harrisburg, Pa., to Pittsburg, Pa., returning next day to Harrisburg on train 20. The total equipment of this line from New York to St. Louis is as follows: Penna. R. R., 24 cars; P. C. & St. L., 2 cars; C. St. L. & P., 1 car; Little Miami, 1 car; Vandalia, 7 cars; P., Ft. W. & C., 3 cars; P., C. C. & St. L., 12 cars. A total of 50 cars, each 60 feet by 8 feet 7 inches. On Sunday nights the cars for train 7 leave New York at 6:30 p. m. on train 9, and are transferred at Philadelphia to train 7.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
<i>New York, N. Y., and Pittsburg, Pa.—Continued.</i>	2	<i>Miles.</i> 443.20	Philadelphia, Pa., Pittsburg, Pa. (Penna.)	110001	363.60 ¹
New York, N. Y., and Point Pleasant, N. J.	2	60.64	Jersey City, N. J., Elizabethport, N. J. (C. of N. J.).	109001 (part)	(⁹)
			Elizabethport, N. J., Point Pleasant, N. J. (C. of N. J.).	109003 (part)	49.21 ²
New York and St. George, N. Y.	2	5.90	New York, N. Y., St. George, N. Y. (S. I. R. T. Co.).	107062 (part)	5.90 ³
New York, N. Y., Scranton, Pa., Buffalo, N. Y.	2	412.25	Hoboken, N. J., Denville, N. J. (D. L. and W.).	109028	34.30
			Denville, N. J., Washington, N. J. (D. L. and W.).	109013 (part)	(¹²)
			Washington, N. J., Binghamton, N. Y. (D. L. and W.).	110019	140.50
			Binghamton, N. Y., Buffalo, N. Y. (D. L. and W.).	107108	203.55
New York, N. Y., Somerville, N. J., and Easton, Pa.	2	75.09	Jersey City, N. J., Easton, Pa.	109001 (part)	73.20 ⁴
<i>New York, N. Y. and Washington, D. C.</i>	2	327.85	Jersey City, N. J., Philadelphia, Pa. (Penna.).	109,004 ⁵ (part)	89.63
			Philadelphia, Pa., Bay View, Md. (P., W. and B.).	113,041	92
			Bay View, Md., Washington, D. C. (B. and P.).	113,013	45.58

¹ Cars and clerks shown on route No. 109004.² Service between Harrisburg and Pittsburg only, 248.60 miles.³ In reserve.⁴ In use west of Pittsburg.⁵ 10.60 miles covered by New York, Somerville and Easton R. P. O.⁶ 2 helpers; 1 acting clerk additional.⁷ Cars and clerks shown on route No. 109001.⁸ 1 mile Point Pleasant and Bayhead Junction covered by closed-pouch service. (See Table C.) transfer clerk at St. George, N. Y.⁹ 3.90 miles St. George and Mariners Harbor, N. Y., covered by closed-pouch service. (See Table C.)¹¹ This service is by steamboat fitted up with mail apartment and 4 trips are made daily, except Sunday.¹² 1 transfer clerk at Scranton, Pa. This R. P. O. runs in two divisions—east division New York to Binghamton, 208.70 miles; west division, Binghamton to Buffalo, 203.55 miles.¹³ 31.00 miles covered by New York, Dover and Easton R. P. O.¹⁴ Cars and clerks shown on route No. 109028.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
Lbs.										Ft.	In.			
162,728	July 1, 1890	13			3				(3)				(3)	
		1			3				(3)				(3)	
		7			3				(3)				(3)	
		9			3				(3)				(3)	
		25			3				(3)				(3)	
			4		3				(3)				(3)	
			6		3				(3)				(3)	
			8		3				(3)				(3)	
			10		3				(3)				(3)	
			20		3				(3)				(3)	
		3 25.93			3	78,060			(3)				(3)	
4,041	July 1, 1889	301 21.70	312 27.46	6	38,082	121.38			(3)				(3)	
		303 25.47	320 26.43	6	38,082				(3)				(3)	
		317 25.84	302 31.11	6	38,082				(3)				(3)	
5,845	do	301	312	6					(3)				(3)	
		303	320	6					(3)				(3)	
		317	302	6					(3)				(3)	
1,676	do	1 12	2 12	6	3,705	47.20			(3)				(3)	
		3 12	4 12	6	3,705				(3)				(3)	
		5 12	6 12	6	3,705				(3)				(3)	
		7 12	8 12	6	3,705				(3)				(3)	
4,925	do	1 28.91	2 28.65	6	258,893	137.33			(3)				(3)	
3,283	do	1	2	6					(3)				(3)	
4,580	do	1	2	6					(3)				(3)	
2,394	Dec. 2, 1891	3 36.45	6 39.78	6					(3)				(3)	
4,041	July 1, 1889	1 24.40	50 27.32	6	47,157	100.12			(3)				(3)	
		5 26.29	12 29.08	6	47,157				(3)				(3)	
		39 26.94	2 26.61	6	47,157				(3)				(3)	
254,851	July 1, 1890	27 43.02		3	83,393	113.92			(3)				(3)	
		23 35.87		3	83,393				(3)				(3)	
			14 38.41	3	71,545				(3)				(3)	
			58 38.41	3	83,393				(3)				(3)	
			66 31.63	3	83,393				(3)				(3)	
			78 34.34	3	83,393				(3)				(3)	
			44 36.83	3	71,545				(3)				(3)	
96,951	July 1, 1889	27 34.71		3					(3)				(3)	
		47 33.45		3					(3)				(3)	
		23 33.86		3					(3)				(3)	
			14 35.84	3					(3)				(3)	
			58 38.86	3					(3)				(3)	
			66 25.67	3					(3)				(3)	
			78 30.32	3					(3)				(3)	
			44 37.29	3					(3)				(3)	
97,374	do	27 37.42		3					(3)				(3)	
		47 35.47		3					(3)				(3)	
		23 27.31		3					(3)				(3)	
			14 37.42	3					(3)				(3)	
			58 37.42	3					(3)				(3)	
			66 26.04	3					(3)				(3)	
			78 31.03	3					(3)				(3)	
			44 35.94	3					(3)				(3)	
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									(3)				(3)	
									(3)				(3)	

¹⁵1 clerk relieved every third week by New York and Dunkirk clerk.

¹⁶1.00 mile New York to Jersey City covered by closed-pouch service. (See Table C.)

¹⁷ 1.00 mile, New York and Jersey City, covered by closed pouch service. (See Table C. C.)

5 helpers, 1 chief clerk of line, 1 chief examiner, 1 assistant to chief clerk, 4 detailed to Gen. Supt.'s office, 12 detailed to div. supt.'s office, 1 detailed to Civil Service Commission, Washington, D. C., 1 dispatcher, lobby New York post-office, 1 janitor, dormitory N. Y. P. O., 7

transfer clerks at Jersey City, N. J. Crews run as follows: Train 27, 4 crews of 6 clerks to Washington, D. C., returning next day, 3 clerks on train 44 and 3 on train 14; train 47, 4 crews of 4 clerks to Washington, D. C., returning next day on train 58; train 23, 4 crews of 7 clerks to Washington, D. C., returning next day, 4 clerks on train 66 and 3 clerks on train 78.

¹⁹ One of these cars paid for as 40 feet; so authorized.

²⁰ Only 40-foot car authorized and paid for.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Nineveh, N. Y. and Wilkesbarre, Pa.	2	94.34	Nineveh, N. Y., Jefferson Junction, Pa. (D. and H. C.). Jefferson Junction, Pa., Carbondale Pa. (N. Y., L. E. and W.). Carbondale, Pa., Scranton, Pa., (D. and H. C.).	107031 110064 (part.) 110018	22.01 35.93 17.37
			Scranton, Pa., Wilkesbarre, Pa., (D. and H. C.).	110079	19.25
Nordmont and Hartley Hall, Pa.	2	27.16	Nordmont, Pa., Hartley Hall, Pa. (W. and N. B.).	110110	27.16
Norfolk and Columbus, Nebr.	6	50.64	Norfolk, Columbus, Nebr. (Om. and Rep. Valley).	157012	50.79
Norfolk and Danville, Va.	3	207.89	Norfolk, Danville, Va. (At. and Danv.)...	114042	206.27
Norfolk, Va., and Edenton, N. C.	3	76.50	Norfolk, Va., Edenton, N. C. (Norf. and Southern).	114026	76.50
Norfolk and Lynchburg, Va.	3	205.22	Norfolk, Petersburg, Va. (Norfolk and Western).	114011	82.85
			Petersburg, Lynchburg, Va. (Norfolk Western).	114012	123.03
Norfolk, Va., and Monroe, N. C.	3	326.63	Norfolk, Va., Weldon, N. C. (Seab. Air Line).	114015	78.90
			Weldon, Raleigh, N. C. (Seab. Air Line)...	118001	96.76
			Raleigh, Hamlet, N. C. (Seab. Air Line)...	118010	97
			Hamlet, Monroe, N. C. (Seab. Air Line)...	118003	(⁹)
Norfolk, Newport News, and Richmond, Va.	3	91.32	Norfolk, Richmond, Va. (C. and O. Rwy.)...	114005	77.32 (part)
Norfolk, Va., and Rocky Mount, N. C.	3	120.08	Portsmouth, Va. Tarborough, N. C. (Norf. and Car.).	114047	104.03
			Tarborough, Rocky Mount, N. C. (Wilm. and Weldon).	118015	(¹¹)
North Adams and Pittsfield, Mass.	1	21.43	No. Adams, Pittsfield, Mass. (Boa. and Alby.).	104029	21.37
North Bend and Seattle, Wash.	8	60	North Bend, Seattle, Wash. (S., L. S. and E. Rwy.).	171018	59.76
North Conway, N. H., and Boston Mass.	1	139.37	No. Conway, N. H., Conway Jct. (n. o.) (Boa. and Me.).	102014	71.83
			Conway Jct. (n. o.) Boston, Mass. (Boa. and Me.).	104001	(¹²)
North Creek and Saratoga Springs, N. Y.	2	58.25	North Creek, N. Y., Saratoga Springs, N. Y. (Adirondack).	107096	58.65 (part) ¹³
North Fair Haven, N. Y., and Sayre, Pa.	2	117.53	North Fair Haven, N. Y., Sayre, Pa. (L. V.).	107084	118.12
North Platte, Nebr., and Denver, Colo. ¹⁴	7	279.04	North Platte, Nebr., Julesburgh, Colo. (Union Pac.).	157001	(¹⁵)
			Julesburgh, La Salle, Colo. (Un. Pac., Den. and Gulf).	165017	151.04 (part)
Northville and Fonda, N. Y.	2	26.79	La Salle, Denver, Colo. (Union Pacific)...	165007	(¹⁶)
			Northville, N. Y., Fonda, N. Y. (F. T. and G.).	107081	26.82
Norton, Va., and East Cumberland Gap, Tenn.	3	68.49	Norton, Va., East Cumberland Gap, Tenn.	114051	68 (part)

¹ Service as follows: On train 1, Nineveh and Scranton, 75.38 miles; trains 12, 5, and 11, Carbondale and Wilkesbarre, 36.62 miles; train 2, Nineveh and Wilkesbarre, 94.34 miles.

² 3.80 miles Jefferson Junction and Susquehanna covered by closed pouch service. (See Table C.)

³ Cars and clerks shown on route 107031.

⁴ The clerk runs through to Williamsport.

⁵ In reserve.

⁶ One in reserve.

⁷ One helper between Sanford and Henderson, N. C.

⁸ 52.60 miles covered by the Wilmington and Ruthersford R. P. O.

⁹ 14 miles of this service performed on steamboat, and not included in miles of route for which railroad is paid.

¹⁰ 151.57 miles covered by the Hinton and Cincinnati R. P. O., and 368.65 miles covered by the Richmond and Hinton R. P. O.

¹¹ 17.97 miles covered by the Plymouth and Rocky Mount R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>			
436	July 1, 1889	230.70	129.34	6	187,222	138.88	1	10 10	6 9	1	1	2
436	do	230	130.85	6			(2)			(2)		
1,346	do		123.16	3			(5)			(2)		
		217.43	519.44	6			2	11 0	6 0	(2)	1	(2)
310	do	1220.92	1120.92	6			1	11 0	6 0	(2)		
		2	5	6			(2)			(2)		
283	do	520.37	620.37	6	17,056	54.32	1	10 0	8 0	1	1	1
							1	8 0	6 0			
1,501	July 1, 1890	6424.31	6526.42	6	31,801	101.28	2	15 2	7 5	1	1	1
66	July 1, 1889	122.47	223.09	6	130,555	138.59	3	9 1	8 8	3	1	3
895	do	225.08	122.57	6	48,042	76.50	2	12 0	6 10	2	1	2
1,656	do	330.20	423.32	7	150,021	136.81	1	20 0	8 8	3	1	3
2,090	do						1	17 0	8 7			
1,022	do	4125.63	3825.34	6	205,124	163.31	5	20 0	9 0	4	1	5
1,758	July 1, 1892											
812	do						1	20 0	9 0	2	1	2
1,011	do						3	17 9	9 0			
7,630	do	130.92	428.90	7	66,846	91.32	2	20 0	9 0	2	1	2
416	May 12, 1890	10130	10027.13	6	75,410	120.08	2	12 0	6 9	2	1	2
1,132	July 1, 1892	10130.90	10038.50				1					
1,027	July 1, 1889	48125.12	48625.12	6	13,458	85.72	1	10 1	6 4	1	1	1
		48925.12	49225.12	6	13,458		1	10 2	6 4	1	1	1
371	July 1, 1890	618.67	518.75	6	37,680	120.00	1	17 5	7 0	1	1	1
2,102	July 1, 1889	4423.05	5724.94	6	87,524	120.38	1	19 9	6 7	3	2	6
28,932	do	4824.48	920.98	6	25,622		1	19 9	6 7			
703	do	620.46	122.44	6	36,581	116.50	1	24 8	8 9	1	1	1
							1	25 0	9 1			
1,449	do	226.30	1724.99	6	73,809	136.18	1	19 9	7 0	3	1	3
		1413614.65	326.14	6	54,473		1	25 0	9 0			
							1	12 8	6 7			
							1	15 0	9 0			
53,510	July 1, 1890	523.14	632.40	7	152,989	186.03	1	12 1	6 9	3	1	3
							1	50 1	9 1½			
2,718	do	539.40	635.51				2	12 2½	6 6			
4,481	do	30634.89	30534.89									
844	July 1, 1889	10017.08	3318.49	6	16,824	107.16	1	17 4	6 11	1	1	1
		620.15	322.45	6	16,824		1	12 1	7 0			
379	July 15, 1892	8020.92	8120.40	6	43,012	136.98	1	16 0	9 6	1	1	1

¹² Covered by Bangor and Boston R. P. O. (67.40 miles).¹³ Balance of route covered by Bangor and Boston R. P. O. (41.95 miles). Double service between Wolfboro Junction and Portsmouth, N. H.¹⁴ Service between Auburn and Sayre only 86.74 miles.¹⁵ Reported last year as Julesburg and Denver, Colo. R. P. O. (197.92 miles); extended to begin at North Platte, Nebr., May 12, 1892.¹⁶ 81 miles distance on route 157001, covered by Omaha, Nebr., and Ogden, Utah, R. P. O.¹⁷ Based on service as follows: Between Julesburg and Denver, Colo. (197.92 miles), July 1, 1891, to May 11, 1892—316 days; between North Platte, Nebr., and Denver, Colo., May 12 to June 30, 1892, 50 days.¹⁸ One car in reserve.¹⁹ 46.40 miles, distance on route 165007, covered by Cheyenne, Wyo., and Denver, Colo., R. P. O.²⁰ 2.30 miles covered by the Corbin and East Cumberland Gap R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Norwood and Utica, N. Y.	2	161.29	Norwood, N. Y., De Kalb Junc., N. Y. (N. Y. C. and H. R.).	107110	25.48
			De Kalb Junction, N. Y., Rome, N. Y. (N. Y. C. and H. R.).	107096 (part)	122.72 (3)
			Rome, N. Y., Utica, N. Y. (N. Y. C. and H. R.).	107011 (part)	(3)
Nysack and New York, N. Y. ...	2	30.21	Nysack, N. Y., Jersey City, N. J. (N. of N. J.).	109017	28.58
Oakes, N. D., and Hawarden, Iowa.	10	280.97	Oakes, N. D., Columbia, S. D. (Chi. and No. West.).	159012	39.57
			Columbia, Huron, S. D. (Dak. Central) ...	159006	97.30
			Huron, Iroquois, S. D. (Chi. and No. West.).	141031 (part)	(4)
			Iroquois, S. D., Hawarden, Iowa (Chi. and No. West.).	* 143070 (part)	126.19
Ocala and Homosassa, Fla.	4	48.98	Ocala, Homosassa, Fla. (S. S. O. and G. R. R.).	123033	48.98
Oconto and Clintonville, Wis. ...	10	56.75	Oconto, Clintonville, Wis. (M., L. S. and W.).	139058	56.75
Oelwein and Des Moines, Iowa.	6	132.28	Oelwein, Wilson Jct., Iowa (Chi., St. P. and Ks. City).	143069	85.55
			Wilson Jct., Des Moines, Iowa (Chi., St. P. and K. City).	* 143056 (part)	99.90
Ogden and Salina, Utah.	8	188.10	Ogden, Thistle, Utah (Rio G. West. Rwy.).	169002	.....
			Thistle, Salina, Utah (Rio G. West. Rwy.).	169014 (part)	87.15
Ogden and Salt Lake City, Utah.	8	38.50	Ogden, Salt Lake City, Utah (O. S. L. and U. N. Rwy.).	169001 (part)	37.50
Ogden, Utah, and San Francisco, Cal.	8	834.13	Ogden, Utah, San Francisco, Cal. (Central (Pac. R. R.).	176001	833.88
Ogdensburg and Utica, N. Y. ...	2	184.78	Ogdensburg, N. Y., Carthage, N. Y. (N. Y. C. and H. R.).	107088	60.81
			Carthage, N. Y., Utica, N. Y. (N. Y. C. and H. R.).	107087 (part)	(15)
Oil City, Pa., and Ashtabula, Ohio. ¹⁷	9	88.10	Oil City, Pa., Ashtabula, Ohio (L. S. and M. S.).	110045	88.30
Oil City and Pittsburg, Pa. ¹⁸	2	132.60	Oil City, Pa., Pittsburg, Pa. (A. V.).	110041	(15)
Omaha and Beatrice, Nebr.	6	132.94	Omaha, Valley, Nebr. (Union Pacific)	157001	(21)
			Valley, Valparaiso, Nebr. (Om. and Rep. Valley).	* (part) 157006 (part)	37.68
			Valparaiso, Lincoln, Nebr. (Om. and Rep. Valley).	157014	20.13
			Lincoln, Beatrice, Nebr. (Om. and Rep. Valley).	157013 (part)	(26)
Omaha and Hastings, Nebr.	6	163.96	Omaha, Arlington, Nebr. (Free Elk and Mo. Valley).	157061	28.78
			Arlington, Fremont, Nebr. (Free Elk and Mo. Valley).	143077 (part)	(26)
			Fremont, Platte River, (n. o.), Nebr. (Free Elk and Mo. Valley).	157037 (part)	(26)
			Platte River (n. o.), Hastings, Nebr. (Free Elk and Mo. Valley).	157052	120

¹ Cars and clerks shown on route No. 107110.² 19.55 miles Ogdensburg and De Kalb Junction covered by closed pouch service. (See Table C*.)³ 1 transfer clerk at Utica, N. Y.⁴ 14.25 miles covered by New York and Chicago R. P. O. (9th div.).⁵ Cars run through to Des Moines, Iowa, on Des Moines and Hawarden, Iowa, R. P. O.⁶ Distance (18.10 miles), covered by Tracy, Minn., and Pierre, S. D. R. P. O.⁷ Balance of route (145.80 miles) covered by Tama and Hawarden, Iowa, R. P. O.⁸ Balance of route (7.48 miles) covered by Cedar Falls and Wilson Jct., Iowa, pouch service. (See Table C*.)⁹ Service extended, Mant to Salina, October 1, 1891. Extended Thistle to Ogden, June 2, 1892.¹⁰ Service between Thistle and Ogden, Utah, in addition to Denver and Ogden R. P. O., route 169002, covered by that line, and reported in 7th division.¹¹ 1 reserve car (102.20 miles) route 169001, covered by Salt Lake and Juab R. P. O. Balance of route (138.90 miles) Juab to Frisco, Utah, closed-pouch service. (See Table C*.)¹² 4 reserve cars, 3 (55-foot) and 1 (80-foot), 40 clerks through run, 10 crews. 1 clerk short run, Sacramento to Colfax. 2 clerks short run, San Francisco to Sacramento. 1 chief clerk, Ogden, Utah. 1 chief clerk, Los Angeles, Cal.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).					Length.	Width.			
Lbs.								Ft. In.	Ft. In.			
1,372	July 1, 1889	6 25.71	1 25.05	6	92,266	161.29	1	25 0	9 0	2	2	5
3,507	do	6	1	6			(¹)			(¹)		
		6	1	6			(¹)			(¹)		
843	July 1, 1889	202 23.53	209 22	6	18,072	117.58	1	6 9	7 0	1	1	1
		226 23.53	225 22.89	6	18,972		1	9 0	7 0			
1,441	July 1, 1890	6 28.26	5 27.36	6	176,449	140.48	1	24 7	9 34	4	1	4
1,696	do	6 28.26	5 27.36				1	24 0	9 24			
2,431	July 1, 1891	6 28.26	5 27.36									
2,022	July 1, 1890	6	5									
282	July 1, 1892	7 18.73	8 18.42	6	30,759	97.94	1	11 6	7 0	1	1	1
408	July 1, 1891	26 24.62	25 22.16	6	35,639	113.50	1	14 0	7 8	1	1	1
1,479	July 1, 1891	4 25.20	3 24.42	6	83,070	132.28	2	20 2	9 4	2	1	2
1,319	do	4 25.20	3									
1,222	July 1, 1890	6 24.54	5 24.54	7	137,689	188.10	2	18 0	9 0	2	1	2
628	July 1, 1892											
1,548	July 1, 1890	3 28.20	2 32.32	14	56,364	154	2	17 4	9 2	1	1	1
		5 28.20	6 25									
32,785	do	3 23.65	4 25.65	7	610,583	166.82	7	55 0	9 54	10	4	57
		11 22.17	14 22.45	7	66,275	90.54	5	60 0	9 54			
							1	25 0	9 54	2	1	
							1	10 0	9 54			
1,883	July 1, 1889	25 18.06	26 22.11	6	34,226	109				1	1	
		8 22.01	9 24	6	84,642	151.14	1	26 0	7 2	2	1	4
							1	23 0	7 0			
3,316	do	8	9	6			(¹⁵)			(¹⁵)		
826	do	1 25.09	2 24.86	6	55,327	88.10	1	17 0	8 9	2	1	2
3,287	do	6 25.66	5 25.25	6	83,273	132.60	1	19 8	8 8	2	1	(²⁰)
53,510	July 1, 1890	41 21.98	44 20.88	7	97,312	132.94	1	15 2	7 5	2	1	2
1,734	do	41 25.81	44 27.66				21	18 5	6 64			
1,511	do	41 25.81	44 27.66									
1,180	do	41 25.81	44 27.66									
2,291	do	15 24.29	16 26.17	7	120,018	109.31	3	20 0	9 3	3	1	3
4,336	do	15 24.29	16 26.17									
986	do	15 24.29	16 26.17									
941	do	15 24.29	16 26.17									

1 transfer clerk, Oakland pier. 1 transfer clerk, San Francisco wharf. 1 city distributor, Sacramento, Cal. 6 clerks office superintendent. 8 helpers on letters, Ogden, Utah.

¹² 74.34 miles covered by Watertown and Utica R. P. O.

¹⁴ Clerk alternates with Watertown and Utica clerk.

¹⁵ Cars and clerks shown on route No. 107088.

¹⁶ 2 clerks on Watertown and Utica R. P. O.

¹⁷ In connection with the Ashtabula and Youngstown R. P. O. gives double service between Ashtabula and Andover, Ohio (24.50 miles), daily except Sunday.

¹⁸ Short run of the Buffalo and Pittsburg R. P. O.

¹⁹ 132.61 miles covered by the Buffalo and Pittsburg R. P. O.

²⁰ Clerks accounted for on the Buffalo and Pittsburg R. P. O.

²¹ Distance (34.80 miles) covered by Omaha, Nebr., and Ogden, Utah, R. P. O.

²² Balance of route (53.10 miles) covered by Lincoln and Alma, Nebr., R. P. O.

²³ Reserve.

²⁴ Distance (39.70 miles) covered by Lincoln, Nebr., and Manhattan, Kans., R. P. O.

²⁵ Distance (7.90 miles) covered by Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O.

²⁶ Distance (7 miles) covered by Fremont and Lincoln, Nebr., R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Omaha, Nebr., and Kansas City, Mo.	7	219.38	Omaha, Weeping Water, Nebr. (Mo. Pac.) Weeping Water, Nebraska City, Nebr. (Mo. Pac.). Nebraska City, Auburn, Nebr. (Mo. Pac.). Auburn, Nebr., Atchison, Kans. (Mo. Pac.). Atchison, Kans., Kansas City, Mo. (Mo. Pac.).	155040 (part) 157047 157048 155040 (part) 145001 (part)	142.68 25.18 22.63 183.57 447.03
Omaha and Norfolk, Nebr.	6	119.96	Omaha, Arlington, Nebr. (Free Elk and Mo. Valley). Arlington, Fremont, Nebr. (S. C. and Pacific). Fremont, Norfolk, Nebr. (Free Elk and Mo. Valley).	157051 (part) 143077 (part) 157010 (part)	(9) (9) (7)
Omaha, Nebr., and Ogden, Utah.	6	1,035.30	U. P. Transfer, Iowa, Ogden, Utah (U. Pac.).	157001 (part)	1,033.70
Ord and Grand Island, Nebr.	6	62.40	Ord, Grand Island, Nebr. (Union Pac.)...	157015	63.70
Oneida and New York, N. Y.	2	270.33	Oneida, N. Y., Cornwall Station, N. Y. (N. Y., O. and W.). Cornwall Station, N. Y., Weehawken, N. J. (N. Y., O. and W.).	107048 (part) 107137 (part)	216.52 56
Orlando and Wildwood, Fla.	4	56.55	Orlando, Tavares, Fla. (F. C. and P. R. R.). Tavares, Wildwood, Fla. (F. C. and P. R. R.).	123022 123011 (part)	33.55 26.77
Orleans, Nebr., and St. Francis, Kans.	6	134.41	Orleans, Nebr., St. Francis, Kans. (B. and M. R. in Nebr.).	157016	134.46
Orin Junction and Cheyenne, Wyo.	6	154.06	Orin Junction, Cheyenne, Wyo. (Union Pac.).	164002	154.56
Oshkosh and Milwaukee, Wis.	10	104.90	Oshkosh, Ripon, Wis. (C. M. and St. P.). Ripon, Milwaukee, Wis. (C. M. and St. P.).	139008 (part) 139003 (part)	20.40 83.91
Oswego and Binghamton, N. Y.	2	115.30	Oswego, N. Y., Syracuse, N. Y. (D., L. and W.). Syracuse, N. Y., Binghamton, N. Y. (D., L. and W.).	107064 (part) 107065	35.62 80.79
Oswego and Oneida, N. Y.	2	58.33	Oswego, N. Y., Oneida, N. Y. (N. Y., O. and W.).	107048 (part)	57.90 (9)
Oswego and Suspension Bridge, N. Y. ²⁴	2	151.19	Oswego, N. Y., Suspension Bridge, N. Y. (N. Y. C. and H. R.).	107038	151.12
Ottawa and Emporia, Kans.	7	57.26	Ottawa, Emporia, Kans. (Atch., Top. and Santa Fé).	155041	57.26
Owensboro and Russellville, Ky.	5	73.27	Owensboro, Russellville, Ky. (Owens. and Nash.).	139014 (part)	72.26 (7)
Owosso and Muskegon, Mich. ²⁵	9	118.96	Owosso, Muskegon, Mich. (T., S. and M.).	137076	117.64

¹ 39.91 miles, that portion of route 155040 between Weeping Water and Auburn, Nebr., covered by the Auburn and Lincoln, Nebr., R. P. O.² 1 helper six days each week, between Kansas City, Mo., and Hiawatha, Kans. (86.50 miles), clerks in charge act as helpers on Sunday to Kansas City, Kans.³ In reserve.⁴ 283.20 miles, balance of route 145001, St. Louis to Kansas City, Mo., covered by St. Louis and Kansas City, Mo., R. P. O.⁵ Distance (28.78 miles) covered by Omaha and Hastings, Nebr., R. P. O.⁶ Distance (7.90 miles) covered by Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O.⁷ Distance (82.40 miles) covered by Missouri Valley, Iowa, and Long Pine, Nebr., R. P. O.⁸ East division U. P. Transfer, Iowa, to Cheyenne, Wyo., 519.26 miles.⁹ 2 helpers on trains No. 5 and No. 8, between U. P. Transfer, Iowa, and Millard, Nebr.; 2 clerks detailed to transfer duty at Omaha, Nebr.; 1 as chief clerk and 1 as assistant to chief clerk at Omaha, Nebr.; and 1 as chief clerk at Cheyenne, Wyo.¹⁰ Short run, U. P. Transfer, Iowa, to Julesburg, Colo., 371.90 miles.¹¹ These cars run through from U. P. Transfer, Iowa, to Portland, Oregon, covering Cheyenne, Wyo., and Huntington, Oregon, R. P. O. and Huntington and Portland, Oregon, R. P. O.¹² 2 of these cars in reserve.¹³ West division, Cheyenne, Wyo., to Ogden, Utah, 516.36 miles.¹⁴ Reserve. 2 lines of 60 feet and 2 lines of 40 feet cars authorized between U. P. Transfer, Iowa, and Julesburg, Colo. 2 lines of 60 feet and 1 line of 40 feet cars paid for between Jules-

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,355	July 1, 1890	4	22.98	3	23.81	7	160,586	146.25	2 1	20 6 16 4	9 3 6 10	3	1	24
1,608	do													
1,640	do													
1,355	do													
65,816	do													
2,291	do	5	26	6	27.24	6	75,334	239.92	1	20 0	9 3	1	1	1
4,336	do	5	24.94	6	27.88									
4,336	do	5	28.61	6	33.38									
53,510	do	3	39.44	4	34.24	7	890,098	173.08	10	60 2	9 3	8	7	69
		5	22.54	8	26.50	7	272,230	148.78	3	55 5	9 3	10	2	
		3 1	29.09	4 2	28.82	7	377,931	206.54	118 124 143	60 1 60 2 50 1	8 11 9 2 9 1	13	5	2
951	July 1, 1890	82	26.74	81	23.40	7	45,676	124.80	1	17 3	6 10	1	1	1
1,293	do	2	26.63	128	87	6	109,767	135.16	2	20 0	9 0	4	1	4
1,741	do	18	27.68	7	26.27	6	81,138		1	15 4	7 4	1	1	(17)
		2		1					(19)			(19)		
		8		7					(19)			(19)		
217	July 1, 1892	30	25.70	31	23	7	41,394	113.10	1	17 0	7 4	1	1	1
733	do								1	18 5	8 0			
964	July 1, 1890	141	15.22	142	14.15	6	84,409	134.41	2	18 4	8 11	2	1	2
502	Mar. 23, 1891	102	19.26	101	20.32	6	96,749	154.06	1	16 4½	6 9½	2	1	2
1,443	July 1, 1891	2	26.64	3	24.72	6	65,877	104.90	1	20 11	9 3	2	1	2
2,034	July 1, 1889													
3,984	do	4	34.63	3	31.89	6	72,408	115.30	1	20 10	9 5	2	1	4
3,083	do	2	26.17	9	30.48	6	72,408		1	20 9	8 9	2	1	
		4		3					(22)			(22)		
		2		9					(22)			(22)		
1,293	do	42	27.55	41	23.74	6	36,631	116.66	1	20 10	9 5			
1,573	do	104	28.51	117	28.78	6	94,947	151.19	1	17 0	7 3	1	1	1
									1	15 0	6 11			
249	July 1, 1890	111	28.63	112	28.63	6	35,959	114.52	1	22 7	7 0	2	1	(23)
672	July 1, 1892	1	22.20	2	22.20	6	46,014	146.54	1	8 4	6 0	1	1	1
733	do	43	27.05	44	26.54	6	64,664	118.96	1	11 3	6 10	2	1	2
									1	15 0	8 10			

burg, Colo., and Green River, Wyo.; 3 lines of 60 feet cars between Green River and Granger, Wyo.; and 2 lines of 60 feet cars paid for between Granger, Wyo., and Ogden, Utah.

¹⁶ 57.90 miles covered by Oswego and Oneida, R. P. O.

¹⁷ Service between Livingston Manor and New York, 129.20 miles.

¹⁸ 1 acting clerk additional.

¹⁹ 1.57 miles. Weehawken and New York, covered by closed-pouch service. (See Table C.)

²⁰ Cars and clerks shown on route No. 107048.

²¹ Remainder of route (70.06 miles) in Fern and Tampa R. P. O.

²² Balance of route (12.72 miles) covered by Ripon and Berlin, Wis., closed-pouch service. (See Table C.)

²³ Cars and clerks shown on route No. 107064.

²⁴ 216.52 miles covered by the Oneida and New York R. P. O.

²⁵ Short run of the Richland and Niagara Falls R. P. O.

²⁶ Clerks accounted for on the Richland and Niagara Falls R. P. O.

²⁷ Balance of route Russellville to Adairville (13.39 miles) covered by closed-pouch service. (See Table C.)

²⁸ This was formerly the Ashley and Muskegon R. P. O.

²⁹ Order March 4, 1892, extended route from Ashley to Owosso, Mich., increasing distance 21.40 miles, commencing March 15, 1892. Order July 1, 1892, extending R. P. O. service from Ashley to Owosso, the commencement to date from March 15, 1892, increasing distance 22.72 miles.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest and southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Oyster Bay and Long Island City, N. Y.	2	<i>Miles.</i> 33.53	Oyster Bay, N. Y., Mineola, N. Y. (Long Island).	107044	14.61
			Mineola, N. Y., Long Island City, N. Y. (Long Island).	107045	(¹)
<i>Pacific Junction, Iowa, and McCook, Nebr.</i>	6	309.42	Pacific Jct., Iowa, Plattsmouth, Nebr. (B. and M. R. in Nebr.).	143073	5.37
			Plattsmouth, Oripollis Jct. (n. o.), Nebr. (B. and M. R. in Nebr.).	157039	(⁶)
			Plattsmouth, Ashland, Nebr. (B. and M. R. in Nebr.).	157039	(⁷)
			Oripollis Jct. (n. o.), Omaha, Nebr. (B. and M. R. in Nebr.).	157004	16.60
			Omaha, Ashland, Nebr. (B. and M. R. in Nebr.).	157038	31.20
			Ashland, Hastings, Nebr. (B. and M. R. in Nebr.).	157002	121.98
			Hastings, McCook, Nebr. (B. and M. R. in Nebr.).	*157009 (part)	131.98
Paducah, Ky., and Hollow Rock, Tenn. ¹⁰	5	89.87	Paducah, Ky., Hollow Rock, Tenn. (Pad., Tenn. and Ala.).	129047	88.95
Painesville and Youngstown, Ohio.	5	61.07	Painesville, Youngstown, Ohio. (Pitts. and West.).	131046	61.70
Palatka and Brooksville, Fla.	4	145.75	Palatka, Rochelle, Fla. (Fla. Southern R. R.).	123012 (part)	39.62
			Rochelle, Leesburg, Fla. (Fla. South. R. R.).	¹² 123014 (part)	66.96
			Leesburg, Brooksville, Fla. (Fla. South. R. R.).	¹³ 123023	40.46
Palestine and Galveston, Tex. ¹⁴	11	203.33	Palestine, Houston, Tex. (I. and G. N.).	¹⁴ 150006 (part)	152.02
Palmer and Burwell, Nebr.	6	69.38	Houston, Galveston, Tex. (I. and G. N.).	150001	51.31
			Palmer, Burwell, Nebr. (B. and M. R. in Nebr.).	157035	68.38
Paris and Weatherford, Tex. ¹⁷	11	193.70	Paris, Ladonia, Tex. (G. C. and S. F.).	150059	30.07
			Ladonia, Dallas, Tex. (G. C. and S. F.).	¹⁸ 150053 (part)	69.23
			Dallas, Weatherford, Tex. (G. C. and S. F.).	150035	94.40
Parkersburg, W. Va., and Cincinnati, Ohio.	5	196.49	Parkersburg, W. Va., Cincinnati, Ohio (Balt. and Ohio S. W.).	131028	(¹⁹)
Park Rapids and Sauk Center, Minn.	10	91.58	Park Rapids, Eagle Bend, Minn. (Great Northern).	141079	54.90
			Eagle Bend, Sauk Center, Minn. (St. P., M. and M.).	141047	36.91
Pemberton and Bartow, Fla.	4	57.39	Pemberton, Bartow, Fla. (South Fla. R. R.).	123024	57.39
Pembina, N. Dak., and Winnipeg Junction, Minn.	10	190.15	Pembina, N. Dak., Winnipeg Junction, Minn. (Nor. Pac.).	141061	189.06
Peninsula Junction, Md., and Cape Charles, Va.	2	73.50	Peninsula Junction, Md., Cape Charles, Va. (N. Y., P. and N.).	113015	73.14
Peoria, Ill., and Evansville, Ind.	6	250.10	Peoria, Ill., Evansville, Ind. (Peo., Dec. and Evans.).	135024	250.56
Peoria and Galesburg, Ill.	6	52.80	Peoria, Galesburg, Ill. (Chic., Burl. and Qey.).	²¹ 135009 (part)	52.96

¹ 19 miles covered by the Greenport and New York R. P. O.² Cars and clerks shown on route No. 107044.³ Two in reserve; one line of 53 and one line of 40 foot cars paid for over whole route.⁴ Three helpers Omaha to Hastings and Lincoln, Nebr., on trains Nos. 5 and 4; 1 clerk detailed as chief clerk at Lincoln, Nebr.⁶ Distance (9.30 miles) covered by Plattsmouth and Schuyler, Nebr., R. P. O.⁷ Distance (31.37 miles) covered by Plattsmouth and Schuyler, Nebr., R. P. O.⁷ Short run; Omaha to McCook, Nebr., 284.29 miles.⁸ Balance of route (255.55 miles) covered by McCook, Nebr., and Denver, Colo. R. P. O.⁹ Short run; Omaha to Hastings, Nebr.; clerks work back on No. 2.¹⁰ This line was formerly Paducah and Paris R. P. O. January 23, 1892, run extended to Hollow Rock, Tenn., increasing distance 23.95 miles.¹¹ One car in reserve.¹² Remainder of route 10.5 miles in Rochelle and Gaines. (Table C^c.)

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles.)	Train No. inward.	Average speed (miles.)					Length.	Width.			
<i>Lbs.</i>										<i>Ft.</i>	<i>In.</i>			
288	July 1, 1889	26 24.23	26 24.23	35 30.94	6 21.057	6	21,057	134.12	1	10 3½	5 8	1	1	1
2,102	do	26 26.46	26 26.46	35 24.53	6 21.957	6	21,957		1	15 0	8 0			
8,880	July 1, 1891	9 20	6 63	4 18.75	7 226,495	7	226,495	154.71	(2) 4	61 8	9 3	4	2	22
2,251	July 1, 1890			4 25.80										
2,251	do	9 51.59												
12,468	do			4 29.29										
16,964	do	3 33.38												
12,509	do	5 24.40		2 30.15	7 208,100	7	208,100	142.14	2	51 3	9 3	4	2	
5,967	do	3 5		4 2										
5,967	do	3 5		4 2										
532	July 1, 1892	1 22.23		2 21.23	6 55,522	6	55,522	75.85	11 2	16 0	7 2	1	1	1
568	do	18 22.40		19 23.13	6 38,352	6	38,352	122.14	1	18 6	8 6	1	1	1
1,125	do													
204	do	71 18.74		66 18.74	6 91,531	6	91,531	145.75	2	19 8	7 5	2	1	2
351	do								1	21 3	8 2			
3,620	July 1, 1890	5 20.68		6 20.85	7 148,838	7	148,838	135.55	2	21 0	9 0	3	1	4
3,073	do	9 27.98		10 27.98	7 37,559	7	37,559	102.02	1	28 0	8 10	1	1	
330	do	53 24.00		64 28.01	6 43,570	6	43,570	138.76	16 1	22 0	9 1	1	1	1
711	do	73 21.59		74 21.92	7 151,363	7	151,363	136.58	3	20 3	9 3	3	1	3
624	do	71 23.88		72 23.88	7				1	27 0	9 3			
649	do								1	20 2	9 0			
38,260	July 1, 1892	5 18.60		6 26.04	6 128,400	6	128,400	98.24	11 3	16 0	9 2	4	1	(20)
		30 13.33		31 14.20	6 57,512	6	57,512	183.16	1	22 2	8 11	1	1	1
183	July 1, 1891	30 13.33		31 14.14										
		21 13.10		22 14.84	6 35,940	6	35,940	114.78	1	24 0	8 1	1	1	1
949	July 1, 1891	108 24.46		107 23.70	7 139,190	7	139,190	126.76	11 3	24 0	9 2	3	1	3
1,519	July 1, 1889	79 30.40		74 28.26	6 46,158	6	46,158	147	1	19 6	9 0	1	1	1
900	July 1, 1891	1 21.75		2 22.57	6 157,062	6	157,062	125.05	16 1	20 0	8 9			
2,896	do	131.68		231.68	6 33,178	6	33,178	105.60	11 3	20 0	9 0	4	1	4
									1	19 4½	8 11½	1	1	1

¹⁸ Remainder of route 13.8 miles in Astor and Lees. R. P. O. A*.

¹⁴ Double daily service between Houston and Galveston, Tex. (51.31 miles).

¹⁵ Balance of route covered by Texarkana, Ark., and Laredo, Tex., R. P. O. (81.30 miles).

¹⁶ In reserve.

¹⁷ Double daily service between Dallas and Cleburne, Tex. (53.74 miles).

¹⁸ Balance of route covered by closed-pouch service, between Honey Grove and Ladonia, Tex. (12.30 miles). (See Table C*.)

¹⁹ Covered by Grafton and Cincinnati R. P. O. (195.30 miles).

²⁰ Clerks appointed to Grafton and Cincinnati R. P. O., and shown with that line; third clerk of Grafton and Cincinnati day line assists these clerks on eastward trips.

²¹ Balance of route (12.82 miles) covered by Rock Island, Ill., and St. Louis, Mo., R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distances run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Peoria, Ill., and Oskaloosa, Iowa.	6	190.82	Peoria, Ill., Oskaloosa, Iowa (Iowa Cent.)	135008	190.94
Peoria, Ill., and St. Louis, Mo.	6	188.25	Peoria, Jacksonville, Ill. (Jack. So. East.) Jacksonville, Litchfield, Ill. (Jack. So. East.). Litchfield, East St. Louis, Ill. (Jack. So. East.).	135035 135048 135110	83.35 55.42 ¹ 49.75
Peoria and Springfield, Ill.	6	89.36	Peoria, Havana, Ill. (Chic., Peo. and St. Louis). Havana, Springfield, Ill. (Chic., Peo. and St. Louis).	135038 135049	..... 46.96
Penn Haven and Sunbury, Pa.	2	75.67	Penn Haven, Pa., Mt. Carmel, Pa. (L. V.). Mt. Carmel, Pa., Sunbury, Pa. (Nor. Cent.).	110011 110023	48.20 27.67
Pentwater and Muskegon, Mich.	9	45.13	Pentwater, Muskegon, Mich. (C. and W. M.).	137052	44.66
Perryville and Memphis, Tenn.	5	135.64	Perryville, Memphis, Tenn. (Tenn. Mid.).	127027	135.49
Peterboro, N. H., and Worcester, Mass.	1	53.80	Peterboro, N. H., Winchendon, Mass. (Fitch.). Winchendon, Worcester, Mass. (Fitch.).	104058 104057	16.58 36.42
Philadelphia, Pa., and Port Deposit, Md.	2	68.80	Philadelphia, Pa., Wawa, Pa. (P. W. and B.). Wawa, Pa., Port Deposit, Md. (P., W. and B.).	110003 (part) 110008 (part)	72.73 50.97 (11)
Plattsburg and Saranac Lake, N. Y.	2	72.82	Plattsburg, N. Y., Saranac Lake, N. Y. (Cheautagay).	107105	72.73
Phalanx Station (n. o.) and Bergholz, Ohio.	5	60.90	Phalanx Station, Bergholz, Ohio (Lake Erie, All. and South.).	131067	60.90
Philadelphia, Pa., Aiken and Baltimore, Md.	2	98.47	Philadelphia, Pa., Baltimore, Md. (B. and O.).	113027 (part)	(14) 58.32
Philadelphia, Pa., and Atlantic City, N. J.	2	60.76	Camden, N. J., Atlantic City, N. J. (C. and A.).	109015 (part)	(15) 113001
Philadelphia, Pa., and Baltimore, Md.	2	98.04	Philadelphia, Pa., Bay View, Md. (P. W. and B.). Bay View, Md., Baltimore, Md. (B. and P.).	113001 (part) 113013 (part)	(16) 82.17 ¹ (17)
Philadelphia, Pa., and Cape May, N. J.	2	83.60	Camden, N. J., Cape May, N. J. (W. J.).	109041	(18)
Philadelphia, Pa., and Crisfield, Md.	2	102.92	Philadelphia, Pa., Wilmington, Del. (P., W. and B.). Wilmington, Del., Delmar, Del. (P., W. and B.). Delmar, Del., Crisfield, Md. (N. Y., P. and N.).	113001 (part) 113001 112002	(19) 98.67 38.27
Philadelphia, Pa., and Dover, Del. ²²	2	124.22	Philadelphia, Pa., Wilmington, Del. (P., W. and B.). Wilmington, Del., Delmar, Del. (P., W. and B.).	113001 (part) 112001	(20) (21)
Philadelphia and Harrisburg, Pa.	2	106.55	Philadelphia, Harrisburg, Pa. (Penna.).	110001 (part)	(22) 109041
Philadelphia, Pa., and Port Norris, N. J.	2	60.24	Camden, Glassboro, N. J. (W. J.). Glassboro, Bridgeton, N. J. (W. J.).	109041 (part) 109051	(23) 20.23

¹ Reserve.² Balance of route (76.55 miles) covered by Springfield and Mt. Vernon, Ill., R. P. O.³ Distance (40.70 miles) covered by Peoria, Ill., and St. Louis, Mo., R. P. O.⁴ In reserve.⁵ One car in reserve.⁶ This clerk also performs service on the Big Rapids and Holland R. P. O. and in connection with the clerk appointed to that line keep up the service of both lines, running two weeks on and one week off.⁷ One car in reserve.⁸ These cars also used by Winchendon and Worcester R. P. O.⁹ 18.13 miles covered by Philadelphia and Westchester R. P. O.¹⁰ Clerk relieves Philadelphia and Westchester clerk every fourth week.¹¹ 7.17 miles Wawa and Chester covered by closed pouch service. (See Table C.)¹² Cars and clerks shown on route No. 110003.¹³ This line divides at Alliance, Ohio, double daily service between Phalanx Station and Alliance except Sunday (25.20 miles), six times per week service between Alliance and Bergholz.¹⁴ 96 miles covered by New York, Baltimore, and Washington R. P. O.¹⁵ 1.27 miles, Philadelphia and Camden covered by closed-pouch service. (See Table C.)

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
763	July 1, 1891	5	22 23	6	21 81	6	119,834	100.82	2	10 0	7 0	3	1	3
1,896	do	5	26 89	4	28 24	6	118,221	125.50	1	10 0	7 3	3	1	3
887	do	5		4					1	24 0	9 3			
1,586	do	5		4					1	24 0	8 10			
1,896	do	3	19 49	2	20 23	6	56,118	89.30	1	20 0	9 0	2	1	2
452	do	3		2										
345	July 1, 1889	3	24 10	8	22 24	6	47,521	151.34	1	12 10	6 3	1	1	1
338	do	3	23 36	8	19 24	6			1	13 6	5 9			
823	July 1, 1892	90	20 30	95	22	6	28,341	90.26	1	14 8	8 5			
756	do	51	14 24	52	24 62	0	85,182	135.64	1	14 10	8 6			
403	July 1, 1889	835	15 51	500	18 70	6	33,786	107.60	1	9 4	8 10	1	1	1
1,189	do								1	16 0	8 10	1	1	1
2,528	do								1	14 8	8 10			
1,120	do								1	14 8	6 5			
609	July 1, 1889	9	24 39	58	30 57	6	43,206	101.23	1	10 0	9 6	3	1	3
416	July 1, 1892	43	23 01	34	22 75	6	43,206		1	10 0	9 6			
290	July 1, 1889	121	25 75	122	23 18	6	61,839	98.47	1	12 6	8 0	1	1	1
1,582	do	255	25 45	260	27 41	6	38,157	121.52	1	5 0	6 0	2	1	2
96,951	do	267	28 74	252	27 41	6	38,157		1	5 10	9 0			
97,374	do	41	33 45	10	30 66	6	61,569	130.72	1	18 0	8 6	2	1	2
2,185	do	55	33 45	4	26 79	6	61,569		1	20 0	10 0	1	1	2
96,951	do	41	22 62	10	22 62	6			1	20 0	9 6	1	1	3
4,543	do	55	22 62	4	22 62	6			1	20 0	8 0			
1,937	do	5	34 43	20	33 03	6	52,501	111.46	1	20 6	8 6	3	1	4
96,951	do	11	31 54	8	30 18	6	52,501		1	18 0	8 6			
4,543	do	85	29 40	92	31 52	6	102,314	102.08	3	25 8	8 8	4	1	6
96,951	do	81	35 05	86	36 49	6	47,238	100.08	1					
4,543	do	81		94	35 42	3	39,006		1	25 0	8 8	1	1	24
128,217	do	61	34 11	30	31 56	6	66,913	106.55	1	15 0	8 0	1	1	
2,185	do	67	30 78	60	31 56	6	66,913		1					
1,316	do	63	32 43	64	32 82	6	37,894	99.97	1	20 0	9 0	2	1	2
		61	24 79	66	24 79	6	24,888		1	18 6	8 4	1	1	
		63		64		6			1	14 9	8 0	1	1	
		61		66		6								

16 92 miles covered by New York and Washington R. P. O.

17 4 miles covered by New York and Washington R. P. O.

18 Cars and clerks shown on route No. 113001.

19 One transfer clerk at Camden, N. J.

20 25.20 miles covered by New York and Washington R. P. O.

21 Two clerks on Philadelphia and Dover R. P. O. Short run of the Philadelphia and Crisfield R. P. O.

22 25.20 miles covered by the New York and Washington R. P. O.

23 Clerks shown on Philadelphia and Crisfield R. P. O.

24 Trains No. 81 and 86 perform service between Philadelphia and Dover, only 75.22 miles.

25 98.67 miles covered by the New York and Washington R. P. O.

26 Cars and clerks shown on route No. 113001.

27 106.55 miles covered by the New York and Pittsburgh R. P. O.

28 Clerks accounted for on New York and Pittsburgh R. P. O.

29 17.64 miles covered by Philadelphia and Cape May R. P. O.

30 Service between Philadelphia and Bridgeton only, 39.70 miles.

31 Cars and clerks shown on route No. 109041.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Philadelphia, Pa., and Port Norris, N. J.—Continued.	2	60.34	Bridgeton, Port Morris, N. J. (C. of N. J.).	109033 (part)	* 20.24
Philadelphia and West Chester, Pa.	2	28.50	Philadelphia, West Chester, Pa. (P., W. and B.).	110003	27.78
Pikeville and Chattanooga, Tenn. ²	5	86.36	Pikeville, Dunlap, Tenn. (Nash., Chatt. and St. L.).	127035	20.56
			Dunlap, Tenn., Bridgeport, Ala. (Nash., Chatt. and St. L.).	127012	38.06
			Bridgeport, Ala., Chattanooga, Tenn. (Nash., Chatt. and St. L.).	127004 (part)	(*)
Pittsburg, Pa., Akron and Chicago, Ohio. ⁷	5	207.87	Allegheny, New Castle Junction (n. o.), Pa. (Pitts. and West.).	* 110125 (part)	58.41
			New Castle Junction (n. o.), Pa., Akron, Ohio (Pitts. and West.).	131076	78.91
			Akron, Chicago, Ohio (Balt. and Ohio) ...	131116	75.20
Pittsburg and Belle Vernon, Pa.	2	44.45	Pittsburg, McKeesport, Pa. (P. and L. E.).	110159 (part)	(*)
			McKeesport, Belle Vernon, Pa. (P. and L. E.).	110187	28.01
Pittsburg, Pa., and Chicago, Ill.	5	468.30	Pittsburg, Pa., Chicago, Ill. (Penna. Co.).	131002	468.20
Pittsburg, Pa., and Cincinnati, Ohio.	5	313.14	Pittsburg, Pa., Columbus, Ohio (Pitts., Cin., Chic. and St. L.).	131032	(1 ¹⁰)
			Columbus, Cincinnati, Ohio (Pitts., Cin., Chic. and St. L.).	131014	119.40
Pittsburg and Fair Chance, Pa.	2	75.84	Pittsburg, Greensburg, Pa. (Penna.)	110001 (part)	(2 ¹¹)
			Greensburg, Fair Chance, Pa. (Penna.) . .	110104	44.53
Pittsburg and New Haven, Pa.	2	60.12	Pittsburg, New Haven, Pa. (P. and L. E.).	110150	59.04
Pittsburg Pa., and St. Louis, Mo.	5	621.78	Pittsburg, Pa., Columbus, Ohio (Pitts., Cin., Chic. and St. L.).	131032	191

¹ Cars and clerks shown on route No. 109041.² .84 mile Port Norris and Bivalve covered by closed-pouch service. (See Table C.)³ In reserve.⁴ Clerk relieved every fourth week by a Philadelphia and Port Deposit clerk.⁵ This line was formerly Dunlap and Chattanooga R. P. O. January 19, 1892, curtailed to end at Bridgeport, Ala., decreasing distance 28.44 miles. March 23, 1892, run extended to Pikeville, Tenn., increasing distance 20.33 miles. June 9, 1892, run extended to Chattanooga, Tenn., increasing distance 28.19 miles.⁶ Covered by Nashville and Atlanta R. P. O. (fourth division), 28.40 miles.⁷ This line was formerly Pittsburg and Akron R. P. O. November 16, 1891, run extended to Chicago Junction, Ohio, increasing distance 75.20 miles.⁸ Balance of route, New Castle Junction (n. o.) to New Castle, Pa. (2.90 miles), covered by closed-pouch service. (See Table C.)⁹ 16.44 miles covered by Pittsburg and New Haven R. P. O.¹⁰ Cars and clerks shown on route No. 110150.¹¹ Clerks on trains 7 and 4, Crestline to Pittsburg, Pittsburg to Chicago, Chicago to Crestline.¹² Third clerk of train 4 performs service Alliance to Niles, Ohio, 27.93 miles (closed-pouch service) on east trips only.¹³ Three lines of cars, 60 feet in length, with two lines of 60 feet and one 50 feet paid for. R. P. O. cars on trains 7, 4, 5, 8, 3, and 20. Additional line of 60-foot cars placed on trains 5 and 8, in effect December 21, 1891.¹⁴ Trains 7 and 4, 7 crews, 5 clerks to crew. Trains 5 and 8, 6 crews, 3 clerks to crew, and 2 helpers between Crestline and Pittsburg. Trains 3 and 20, 7 crews, 3 clerks to crew. Six clerks in apartment cars, as follows: Train 1, 1 clerk Pittsburg to Crestline; train 31, 1 clerk Pittsburg to Crestline; both clerks returning on train 32, Crestline to Pittsburg (188.80 miles); 1 helper assists on train 1 in Pittsburg depot until departure; also assists on Erie and Pittsburg R. P. O., Pittsburg to Rochester, daily, except Sunday; 2 clerks on trains 1 and 20, between Crestline and Fort Wayne; 1 helper on trains 1 and 20, between Crestline and Salem, Ind. Train 1, 4 crews, 2 clerks to crew, Crestline to Chicago, returning on train 8, Chicago to Crestline; 2 clerks in apartment cars, trains 37 and 38, Fort Wayne to Chicago (146.90 miles); service established April 30, 1892; 1 clerk detailed chief clerk, Crestline, Ohio; 1 clerk detailed assistant chief clerk, Crestline, Ohio; 1 clerk detailed transfer clerk, Mansfield, Ohio; 1 clerk detailed transfer clerk, Crestline, Ohio; 1 clerk detailed transfer clerk, Fort Wayne, Ind.¹⁵ Clerks on trains 5 and 8 run Crestline to Pittsburg, Pittsburg to Chicago, Chicago to Crestline.¹⁶ Clerks on trains 3 and 20 run Crestline to Chicago, Chicago to Pittsburg, Pittsburg to Crestline.¹⁷ October 1, 1891, additional apartment car service established on train 31, between Pittsburg, Pa., and Crestline, Ohio.¹⁸ Covered by Pittsburg and St. Louis R. P. O. (191.00 miles).

in the United States on June 30, 1899.—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.		
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>		
509	July 1, 1889	63	8.04	63	19.56	6			(1)			(1)	
2,528	do		7 17.72	26	19.62	6	17,898	85.50	1	8 6	6 6	1	1
			39 20.10	68	21.40	6	17,808		1	5 0	6 3		
			80 18.32	81	17.60	6	38,294	173	1	10 0	8 6	1	1
219	July 1, 1892	80	18.32	81	17.60	6				20 0	9 0	1	1
12,533	do	80	18.32	81	17.60	6							
5,744	July 1, 1889	2	23.32	4	23.67	6	113,578	138.58	2	18 0	8 6	3	3
663	July 1, 1892	2	23.32	4	23.67	6			1	20 6	8 10		
			3 25.06	4	25.06	6							
420	July 1, 1889	26	18.43	31	20.64	6	27,915	88.90	1	17 10	9 3	1	1
408	Mar. 17, 1890	26		31		6			(10)			(10)	
43,667	July 1, 1892	11 7 34.04	12 4 25.30	7	342,796	133.80	128	60 0	9 0			5 14	101
		15 5 36.01	8 30.51	7	229,117							6	3
		16 3 26.01	20 26.01	7	342,796							7	3
		1 26.01		6	147,046			3	25 0	9 0		2	
		17 31 26.01	32 23.60	6	104,651			2	25 0	9 0		2	
		37 29.38	38 28.38	6	18,251			1	24 0	9 0		2	1
107,651	do	7 30.28	6 31.56	7	229,218	156.57	(2)					4	4
		19 5 31.04	2 31.04	7	229,218							4	4
41,141	do	11 30.28	6 31.56	7									
		5 31.04	2 31.04	7									
128,217	July 1, 1889	100	23.49	109	23.25	6	47,628	151.68	1	20 0	9 0	1	1
									1	20 0	9 0		
1,336	do	100		109		6			(23)			(23)	
425	do	28	20.71	37	21.08	6	37,755	120.24	1	18 0	9 0	1	1
107,651	July 1, 1892	24 7 34.98	6 29.58	7	1,113,784	155.44	(25)					28 8	171
		1 30.34	20 33.45	7								29 8	6
		5 33.24	20 10.25	7								30 4	1

¹⁰ Cincinnati post-office clerk makes complete distribution of Cincinnati city mail on train 5, Newark to Cincinnati, Ohio (152.40 miles).

²⁰ Cars (60 feet in length) run through between New York, Cincinnati, Ohio, and St. Louis, Mo. (For full equipment see New York and Pittsburgh R. P. O. in second division report.)

²¹ Day line, 4 crews, 4 clerks to crew; night line, 4 crews, 4 clerks to crew; 2 clerks in apartment cars between Columbus and Cincinnati, Ohio (see that line); 5 clerks detailed clerical duty, office superintendent; 4 clerks detailed as printers, office superintendent; 1 clerk detailed transfer clerk, Columbus, Ohio.

²² 31.60 miles covered by New York and Pittsburgh R. P. O.

²³ Cars and clerks shown on route No. 110001.

²⁴ Crews on trains 6 and 7 run Indianapolis, Ind., to Pittsburg, Pa., Pittsburg to St. Louis, St. Louis to Indianapolis. Crews on trains 1 and 20 run Indianapolis to St. Louis, St. Louis to Pittsburg, Pittsburg to Indianapolis.

²⁵ Letter and paper cars are 60 feet long; storage cars, 50 feet. Cars all run through between New York, N. Y., and Cincinnati, Ohio, and St. Louis, Mo. (For full equipment of line see New York and Pittsburgh R. P. O. in second division report.)

²⁶ Trains 6 and 7, 8 crews, 8 clerks to crew.

²⁷ One clerk detailed chief clerk, Indianapolis, Ind.; 2 clerks detailed assistant chief clerks, Indianapolis, Ind.; 2 clerks detailed transfer clerks, Columbus, Ohio; 1 clerk detailed transfer clerk, Richmond, Ind.; 4 clerks detailed transfer clerks, Indianapolis, Ind.; 2

clerks detailed transfer clerks, Terre Haute, Ind. Sixteen porters on line assigned as follows: 2 on trains 5 and 8 between Indianapolis and Columbus; 4 on trains 1 and 20 between Indianapolis and Pittsburg; 4 on trains 6 and 7 between Indianapolis and Pittsburg; 8 on trains 7 and 20 between Indianapolis and St. Louis; 2 on trains 2 and 5 (Pitts and Cin.) between Pittsburg and Columbus; 1 on trains 6 and 7 (Pitts and Cin.) between Pittsburg and Coshocton. Four clerks on Indianapolis, Vandalia and St. Louis R. P. O. (see that line). One clerk on Indianapolis and Terre Haute R. P. O. (see that line).

²⁸ Trains 1 and 20, 8 crews, 6 clerks to crew; 10 clerks Indianapolis to Pittsburg on train 20, Pittsburg to Indianapolis on train 1; 5 clerks Indianapolis to Pittsburg on train 8, Pittsburg to Indianapolis on train 1; 5 clerks Indianapolis to Columbus on train 4, Columbus to Pittsburg on train 20, Pittsburg to Indianapolis on train 5; clerk in charge and second clerk trains 1, 5, and 20, run St. Louis to Pittsburg on train 20, Pittsburg to Indianapolis on train 5; third clerk of trains 1, 5, and 20 run St. Louis to Indianapolis on train 20, Indianapolis to Pittsburg on train 8, Pittsburg to Indianapolis on train 5.

²⁹ Commencing November 3, 1891, additional R. P. O. service placed on train 10 between Columbus and Pittsburg (191 miles).

³⁰ Four clerks on trains 10 and 7 between Columbus and Pittsburg.

TABLE A².—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or north-west to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
<i>Pittsburg, Pa., and St. Louis, Mo.</i> —Continued.	5	.....	Columbus, Ohio, Indianapolis, Ind. (Pitts., Cin., Chic. and St. L.).	121015	188.37
			Indianapolis, Terre Haute, Ind. (Terre Haute, and Ind.).	133002	74.39
			Terre Haute, Ind., East St. Louis, Ill. (Terre Haute and Ind.).	133044	167.35
Pittsburg, Pa., Steubenville, Ohio, and Wheeling, W. Va.	5	69.28	Pittsburg, Pa., Steubenville, Ohio (Pitts., Cin., Chic. and St. L.).	131032	(²)
			Wheeling Junction (n. o.), Wheeling, W. Va. (Pitts., Cin., Chic. and St. L.).	116005	24.45
Pittsburg and Washington, Pa.	2	32.22	Pittsburg, Pa., Mansfield Sta., Pa. (P., C. C. and St. L.).	131032	(⁴)
			Mansfield Sta., Washington, Pa. (P., C., C. and St. L.).	110055	(part) 22.80
Pittsburg and West Brownsville, Pa.	2	54.34	Pittsburg, West Brownsville, Pa. (Penna.).	110081	54.33
Pittsburg, Pa., and Wheeling, W. Va.	2	72.08	Pittsburg, Pa., Wheeling, W. Va. (B. and O.).	110040	70.56
Pittsfield, Mass., and Bridgeport, Conn.	1	110.49	Pittsfield, Mass., Bridgeport, Conn. (Hous.).	106042	111.13
Placerville and Sacramento, Cal.	8	61.03	Sacramento, Placerville, Cal. (Sac. and P. R. R.).	176005	60.78
Plattsmouth and Schuyler, Nebr.	6	81.06	Plattsmouth, Ashland, Nebr. (B. and M. R. in Nebr.).	157039	31.37
			Ashland, Schuyler, Nebr. (B. and M. R. in Nebr.).	157057	50.71
Plymouth and Rocky Mount, N. C.	3	72.21	Plymouth, Tarboro, N. C. (Wilm. and Weldon).	118020	55.94
			Tarboro, Rocky Mount, N. C. (Wilm. and Weldon).	118015	17.97
Port Jervis and New York, N. Y. ¹⁰	2	89.35	Port Jervis, N. Y., Jersey City, N. J. (N. Y., L. E. and W.).	107001	(¹¹) (part)
Portage and Madison, Wis.	10	38.40	Portage, Madison, Wis. (C., M. and St. P.).	139023	38.40
Port Austin and Port Huron, Mich.	9	87.71	Port Austin, Port Huron, Mich. (F. and P. M.).	137042	87.98
Port Harford and Los Olivos, Cal.	8	78.89	San Luis Obispo, Port Harford, Cal. (Pac. Coast Rwy.).	176041	11.90
			San Luis Obispo, Los Olivos, Cal. (Pac. Coast Rwy.).	176040	66.90
Port Huron, Mich., and Chicago, Ill. ¹⁴	9	336.48	Port Huron, Mich., Chicago, Ill. (C. and G. T.).	137039	(part) 336.48
Portland and Airlie, Oregon....	8	79.82	Portland, Dundee Jct., Ore. (Port. and Wil. Valley R. R.).	173004	28.50
			Dundee Jct., Airlie, Ore. (Ore. Rwy. Co. limited line).	173008	50.60
<i>Portland, Me., and Boston, Mass.</i>	1	116.70	Portland, Me., Boston, Mass. (Bos. and Me.).	104011	116.33

¹ Two clerks on trains 45 and 46 between Indianapolis and Columbus.² Run of train 20 is via Dayton and Xenia, Ohio.³ Commencing February 15, 1892, additional R. P. O. service placed on trains 5 and 4 to run between Columbus and Indianapolis via Xenia and Dayton, Ohio, distance 188.07 miles.⁴ Commencing March 7, 1892, additional local service in apartment cars placed on trains 45 and 46 between Columbus and Indianapolis (188.37 miles).⁵ Covered by Pittsburg and St. Louis R. P. O. (43.30 miles).⁶ 8.50 miles covered by Pittsburg and St. Louis R. P. O. (5th div.).⁷ In reserve.⁸ Cars and clerks shown on route No. 131032.⁹ 1 clerk as transfer clerk at Bridgeport, Conn.¹⁰ Short run of the New York and Dunkirk R. P. O.¹¹ 88.35 miles covered by the New York and Dunkirk R. P. O.¹² Clerks accounted for on the New York and Dunkirk R. P. O.

in the United States on June 30, 1892.—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
78,705	July 1, 1892	734.98	629.58		7							12	1	
		130.34	2033.45		7									
		533.24	831.36		7									
			430.12		7									
84,287	do	4527.72	4625.10		6									
		735.80	1232.22		7									
81,000	do	132.22	2036.24		7									
		735.80	1232.22		7									
107,651	do	132.22	2036.24		7									
		1319.34	1416.98		6	43,508	138.56	1	18 0	9 2	1	1	1	
1,710	July 1, 1889	1319.34	1416.98		6									
92,178	do	12117.45	12016		6	20,234	128.88	1	22 6	9 2	1	1	1	
		12517.45	12617.45		6	20,234		1	15 0	9 0				
1,682	do	121	120		6			(⁹)			(⁹)			
		125	126		6									
1,364	do	620.35	1119.74		6	34,126	108.68	1	23 0	9 4	1	1	1	
								1	25 0	9 4				
								1	15 5	8 5				
1,107	do	721.90	825.89		6	45,266	144.16	1	17 0	8 10 1/2	1	1	1	
								1	17 7	8 6				
2,418	do	1226.40	926.93		6	60,388	110.49	3	19 6	7 10	4	1	5	
		1831.42	2124.90		6	60,388								
791	July 1, 1890	11220.25	11120.25		6	38,327	122.06	1	10 0	8 11	1	1	1	
2,251	do	927.03	1025.60		6	50,924	162.18	1	11 0	7 0	1	1	1	
464	do	927.03	1025.60					1	16 0	9 0				
438	July 1, 1892	2112.03	2213.50		7	52,857	144.42	1	8 6	6 6	1	1	1	
1,132	do													
16,149	July 1, 1889	1719.41	627.30		6	56,112	119.13	1	17 1	9 2	3	1	(¹²)	
		1531.02	1632.76		6	56,112		1	15 6	9 1				
								1	15 6	9 1				
794	July 1, 1891	31222.08	30122.08		6	24,140	76.88	1	16 9	7 5	1	1	1	
1,121	July 1, 1892	38425.31	38124.59		6	55,082	131.57	1	22 2	8 11	1	1	(¹¹)	
		344	341											
470	July 1, 1890	314.20	415.76		6	49,486	157.60	1	12 1	7 6 1/2	1	1	1	
401	do													
5,820	July 1, 1892	133.50	1025.09		6	211,812	144.68	1	20 0	8 7	4	1	(¹²)	
		930.59	629.38		7	69,988	168.24	1	22 11	9 5	4	1	(¹¹)	
								1	20 0	8 4				
								1	20 5	9 5				
								3	30 2	9 4 1/2				
462	July 1, 1890	26 9.13	25 9.12		6	50,127	79.82	1	17 7	7 2	2	1	2	
								1	18 5	7 4				
328	do							1	13 7	7 1				
7,761	July 1, 1889	7026.65	725.20		6	73,287	116.70	1	41 3	8 11	2	3	(¹¹)	
		12225.66	7528.47		6	73,287		1	25 0	8 10	2	2		
								1	41 2	8 10				
								1	25 0	9 0				

¹¹ This clerk has relief every four weeks by a clerk appointed to the East Saginaw and Port Huron R. P. O.

¹² Double service daily, except Sunday. Trains 9 and 6 daily. This was formerly the Fort Gratiot and Chicago R. P. O., curtailed by order February 13, 1892, so as to commence at Port Huron, Mich.; decrease in distance 1.25 in effect February 15, 1892; service between Port Huron and Fort Gratiot performed by the Fort Gratiot and Detroit R. P. O. Order March 14, 1892, establishing additional

service between Port Huron and Chicago began March 29, 1892.

¹³ Three cars held in reserve.

¹⁴ Two clerks assigned as short stops on trains 1 and 10 between Port Huron and Vicksburg, Mich., 183.25 miles, six days on and eight off. Two clerks assigned as short stops on trains 9 and 6 between Port Huron and Battle Creek, Mich., 159.75 miles. Six days on and six days off.

¹⁵ 1 clerk as transfer clerk, Boston, Mass.

¹⁶ Reserve cars.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Portland and Corvallis, Oregon.	8	98	Portland, Corvallis, Ore. (Ore. and Cal. R. R.).	178002 ²	97.07
Portland, Me., and Island Pond, Vt.	1	149.78	Portland, Me., Island Pond, Vt. (Gd. Trunk).	101007 ² (part)	149.71
Portland, Me., and Island Pond, Vt. (short run).	1	92.16	Portland, Me., Gorham, N. H. (Gd. Trunk).	101007 ² (part)	(³)
Portland and Nazareth, Pa.	2	29.96	Portland, Pa., Nazareth, Pa. (B. and P.).	110128	27.60
Portland, Me., and Rochester, N. H.	1	52.74	Portland, Me., Rochester, N. H. (Port. & Roch.).	101008 ² (part)	(⁷)
Portland, Oregon, and San Francisco, Cal. ¹⁰	8	774.50	Portland, Ashland, Oregon (Ore. and Cal. R. R.). Ashland, Oregon, Roseville, Cal. (Cent. Pac. R. R.). Roseville, San Francisco, Cal. (Cent. Pac. R. R.).	173001 176003 176001 (part)	342.04 323.22
Portland, Me., and Swanton, Vt.	1	232.90	Portland, Me., Fabyan House, N. H. (Me. Cen.). Fabyan House, N. H., So. Lunenburg, Vt. (Me. Cen.). So. Lunenburg, Swanton, Vt. (Bos. & Me.).	101010 102017 103011	92.07 20.72 117.70
Portland, Me., and Swanton, Vt. Short run.	1	72.87	Portland, Me., Bartlett, N. H. (Me. Cen.).	101010 ¹⁴ (part)	(¹⁵)
Portland, Me., and Worcester, Mass.	1	147.34	Portland, Me., Rochester, N. H. (Port. & Roch.). Rochester, N. H., Worcester, Mass. (B. & M., W. N. & P. Div.).	101009 102012 ¹⁴ (part)	52.50 94.30
Portland, Me., and Worcester, Mass. (Short run.)	1	48.78	Nashua, N. H., Worcester, Mass. (Bos., Me., W. and P. Div.).	102012 (part)	(¹⁹)
Portsmouth and Cincinnati, Ohio.	5	107.97	Portsmouth, Cincinnati, Ohio (Cin., Ports. and Va.).	131052	107.32
Portsmouth and Concord, N. H.	1	59.25	Portsmouth, Concord, N. H. (Con. and Mont.).	102002	58.86
Portsmouth and Concord, N. H. (Short run, Portsmouth and Manchester.)	1	41.52	Portsmouth, Manchester, N. H. (Con. and Mont.).	102002 ²⁵ (part)	(²⁶)
Pottsville and Philadelphia, Pa.	2	94.18	Pottsville, Pa., Philadelphia, Pa. (P. and R.).	110002	93.02
Powers, Mich., and Florence, Wis.	10	42.00	Powers, Mich., Florence, Wis. (Chi. and No. West.).	²⁷ 187032 (part)	41.54
Prosser, Nebr. and Concordia, Kans.	7	108.33	Prosser, Nebr., Warwick, Kans. (Pac. in Nebraska). Warwick, Yuma (n. o.), Kans. (Cent. Beh. Un. Pac.). Yuma (n. o.), Concordia, Kans. (Cent. Beh. Un. Pac.).	155094 155027 155026 (part)	72.59 30.88 (²⁸)

¹ 2 clerks on short run; 2 clerks as helpers.² Balance of route covered by closed pouch service between Island Pond and Nortons Mill (16.33 miles). (See Table C.)³ Covered by Portland and Island Pond R. P. O. (91.50 miles).⁴ Shown in column 17, Portland and Island Pond R. P. O.⁵ Balance of route covered by Portland and Island Pond R. P. O. (58.21 miles) and closed pouch service between Island Pond and Nortons Mills (16.33 miles). (See Table C.)⁶ In reserve.⁷ Covered by Portland and Worcester R. P. O. (52.50 miles).⁸ Shown in column 17, Portland and Worcester R. P. O.⁹ Balance of route covered by closed pouch service between Preble street and Union stations, Portland, Me. (3.33 miles). (See Table C.)¹⁰ 5 reserve cars (two 40-foot and three 25-foot).
Line divided at Ashland, Oregon. 5 clerks, Portland to Ashland, Oregon. 6 clerks, Ashland, Oregon, to San Francisco, Cal. 3 clerks, short run, Portland to Roseburg, Oregon. 3 clerks, short run, Sacramento to Red Bluff, Cal. 1 helper, Portland, Oregon, trains 17 and 18. 2 helpers, San Francisco, Cal. 1 city distributor, Portland, Oregon. 1 transfer clerk, Portland depot. Route 176001 covered by Ogden, Utah, and San Francisco, Cal., R. P. O.¹¹ Clerk on short run.¹² Reserve car.

in the United States on the 30th of June, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
962	July 1, 1890	2	20.83	1	21.95	6	61,544	98	2	10 0	8 10	2	1	2
2,463	July 1, 1889	5	24.53	6	25.95	6	94,061	99.85	2	40 1	8 10	3	1	17
2,463	do	3	30.49	4	28.89	6	57,876	92.16	1	15 9	7 6	2	1	(⁴)
455	do	6	18.55	7	20.19	6	18,815	59.92	1	15 6	7 6	1	1	1
									1	7 1	6 9			
									1	6 0	6 8			
									1	9 0	6 6			
2,319	do	2	25.99	3	25.99	6	33,120	105.48	1	14 10	8 10	1	1	(⁴)
6,213	July 1, 1890	16	22.31	15	23.33	7	250,974	137.14	7	40 0	9 5 ¹	5	1	1021
5,949	do	18	21.22	17	20.84	7	146,290	133.23	5	25 0	9 0	3	1	
32,785	do	16	20.	15	20.37	7	315,960	143.88				6	1	
		12	25.70	11	26.15	7	99,523	135.96	1	20 0	9 5 ¹	2	1	
1,825	July 1, 1889	154	22.80	58	24.87	6	140,261	116.45	1	16 0	8 0	4	1	115
									1	13 4	6 10			
									1	17 0	6 6			
								(¹⁵)						
999	July 1, 1889	154	21.07	58	21.72									
1,825	do	158	27.32	151	30.15	6	45,762	145.74	1	16 0	8 0	1	1	(¹⁴)
									1	13 9	6 10			
									1	10 0	7 0			
2,319	do	4	27.12	3	24.96	6	92,529	147.34	1	24 1	9 0	2	2	166
2,526	do	4	19.04	3	28.98				1	17 0	7 2			
									1 ¹⁵	18 3	8 9			
									1 ¹⁵	15 9	9 0			
2,525	do	4	20.46	7	22.83	6	29,365	93.52	1	15 4	8 10	1	1	(²⁰)
1,043	July 1, 1892	42	25.48	41	26.34	6	67,805	107.97	1	19 10	7 10	2	1	2
1,155	July 1, 1889	115	18.97	66	22.80	6	37,209	118.50	1	15 0	6 10	1	1	222
									1	10 0	6 10			
1,155	do	111	24.79	114	24.30	6	26,074	83.04	1	13 0	6 10	1	1	(²⁴)
									1	15 0	6 10			
5,192	do	4	31	7	32.43	6	59,114	112.95	1	20 0	9 0	1	1	28
		10	24.46	1	20.66	6	59,114		1	20 0	9 0	1	1	
		8	31.17	27	24.25	6	59,114		1	20 0	9 0	1	1	
		32	26.19			3	29,557		1	15 0	9 0	1	1	
									1 ¹⁷	15 0	9 0			
1,357	July 1, 1892	8	25.50	7	25.50	7	57,120	136	1	35 8	9 5	1	1	1
		12		11		6		56						
279	July 1, 1890	434	15.78	433	17.41	7	79,298	108.33	2	10 9	7 4	2	1	
357	do	434	14.03	433	15.90									
1,607	do	434	14.03	433	15.90									

¹² Covered by Portland and Swanton R. P. O. (72 miles).¹⁴ Shown in column 17, Portland and Swanton R. P. O.¹⁵ Balance of route covered by Portland and Swanton R. P. O. (20.07 miles.)¹⁶ 1 clerk on Portland and Rochester R. P. O. 1 clerk on short run.¹⁷ Balance of route covered by closed-pouch service between Preble street and Union stations, Portland, Me., 3.33 miles. See Table C.¹⁸ Reserve cars.¹⁹ Covered by Portland and Worcester R. P. O. (46.57 miles).²⁰ Shown in column 17, Portland and Worcester R. P. O.²¹ Balance of route covered by Portland and Worcester R. P. O. (47.73 miles).²² 1 clerk on short run.²³ Covered by Portsmouth and Concord R. P. O. (41.40 miles).²⁴ Shown in column 17, Portsmouth and Concord R. P. O.²⁵ Balance of route covered by Portsmouth and Concord R. P. O. (17.46 miles).²⁶ 3 helpers, 1 transfer clerk, Reading, Pa.²⁷ Balance of route (16.21 miles) covered by Crystal Falls, Mich., and Florence, Wis., closed pouch service. (See table C).²⁸ 13 round trips per week.²⁹ 4.90 miles distance on route 155026 covered by Atchison and Lenora, Kans., R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Preston, Idaho, and Ogden, Utah.	8	98	Preston, Ida., Cache Jct., Ut. (O. S. L. and W. N. Rwy.). Cache Jct., Ogden, Utah (O. S. L. and W. N. Rwy.).	169007 169003	42.53
Princeton, Ky., and Clarksville, Tenn.	5	55.25	Princeton, Ky., Clarksville, Tenn. (Louis. and Nash.).	127024	57.53
Providence, R. I., and New London, Conn.	1	65.24	Providence, R. I., New London, Conn. (N. Y., Prov., Bos.).	105002	(⁷)
Providence and Pascoag, R. I.	1	23.75	Providence, Pascoag, R. I. (Prov. Sp'g.).	105006	23.24
Providence, R. I., and Willimantic, Conn.	1	50.04	Providence, R. I., Willimantic, Conn. (N. Y. N. Eng.).	105003	58.56
Pueblo and Creede, Colo. ⁴	7	202	Pueblo, Cucharas, Colo. (Den. and Rio Grande). Cucharas, Ft. Garland, Colo. (Den. and Rio Grande). Ft. Garland, Alamosa, Colo. (Den. and Rio Grande). Alamosa, Del. Norte, Colo. (Den. and Rio Grande). Del Norte, Creede, Colo. (Den. and Rio Grande).	165001 (part) 165013 165004 (part) 165011 165047	49.70 57.06 24.18 31.84 39.35
Pulaski City and Monarat, Va.	8	45.42	Pulaski City, Monarat, Va., (Norfolk and Western).	114039	45.39
Quincy, Ill., and Louisiana, Mo.	6	44.96	Quincy Fall Creek, Ill. (Chi., Burl. and Qcy.). Fall Creek, Ills., Louisiana, Mo. (Chi., Burl. and Qcy.).	135041 (part) 135079	13.10 32.04
Quincy, Ills., and Trenton, Mo.	7	138.87	Quincy, Ills., Trenton, Mo. (Quin., Om. and K. City).	145019	138.87
Racine, Wis., and Rock Island, Ill.	10	197.88	Racine, Wis., Rock Island, Ill. (C., W. and St. P.).	139024	4197.25
Rays, N. J., and Stroudsburg, Pa.	2	47.90	Rays, N. J., Stroudsburg, Pa. (N. Y. S. and W.).	109058	47.75
Rayville, La., and Natchez, Miss. ⁵	11	77.67	Rayville, La., Natchez, Miss. (N. O. and N. W.).	149026	77.67
Reading and Quarryville, Pa. ⁶	2	57.50	Reading, Pa., Sinking Springs, Pa. (P. and R.). Sinking Springs, Pa., Junction, Pa. (R. and C.). Junction, Pa., Quarryville, Pa. (R. and C.).	110073 (part) 110031 (part) 110137	(¹⁰) 128.40 23.31
Reading, Pa., and Wilmington, Del.	2	74.07	Reading, Pa., Wilmington, Del. (W. and N.).	110054	74.60
Red Bank and Bridgeton, N. J.	2	95.20	Red Bank, N. J., Eatontown, N. J. (C. of N. J.). Eatontown, N. J., Whiting, N. J. (C. of N. J.). Whiting, N. J., Atalon, N. J. (C. of N. J.). Atalon, N. J., Bridgeton, N. J. (C. of N. J.).	109049 109026 (part) 109029 109031	4.13 128.97 24.35 37.67
Redding and Sacramento, Cal. ⁷	8	171.79	Redding, Tehama, Cal. (Cent. Pac. R. R.). Tehama, Davisville, Cal. (Cent. P. R. R. Lessee Nor. Rwy.). Davisville, Sacramento, Cal. (Cent. Pac. R. R.).	178003 (part) 178022 178001 (part)	(¹⁰) 111.77 (¹⁰)

¹ Route 169003 covered by Butte City, Mont., and Ogden, Utah, R. P. O.

² Covered by Boston, Providence and New York R. P. O. (64.21 miles).

³ Reserve car.

⁴ New service; in effect from June 20, 1892.

⁵ Balance of route 165001 covered as follows: 120.14 miles, between Denver and Pueblo, Colo., by Denver and Glenwood Springs,

Colo., R. P. O., and 37.41 miles between Cucharas and El Mero, Colo., by closed pouch service. (See Table C.)

⁶ Balance of route 165004 covered as follows: 28.70 miles between Alamosa and Antonito, Colo., by Salida and Silverton, Colo. R. P. O., and 91.67 miles between Antonito, Colo., and Espanola, N. Mex., by Antonito, Colo., and Santa Fe, N. Mex. R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of clerks to crew.		Number of clerks ap- pointed to line.
		Train No. outward.	A ^v speed (miles).	Train No. inward.	A ^v speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
489	May 2, 1891	9	25.52	10	28.52	7	71,736	196	1	17 0	9 0	1	1	1
2,976	July 1, 1890													
194	July 1, 1892	1	16.42	2	15.69	6	34,697	112.94	1	9 7	8 11	1	1	1
1,156	July 1, 1889	5	27.96	26	27.96	6	40,971	130.48	1	16 0	6 9	2	1	2
		29	26.09	44	28.99	6	40,971	(²)	1	16 3	6 11			
851	do	25	21.22	32	23	6	14,915	95	1	15 10	6 6			
		29	23	36	23	6	14,915	(²)	4	6 9	6 5	1	1	1
972	do	3	25.99	16	25.06	6	37,077	118.08	1	6 9	5 2			
									1	20 5	8 9	1	1	1
4,623	May 1, 1891	103	19.74	468	22.94	7	*4,400	134.66	1	20 0	7 5	3	1	3
		107	19.74	108	22.94				1	13 8 ¹	7 5			
149	do	467	19.74	104	22.94				1	16 0	8 11			
479	do													
321	July 1, 1890													
222	July 1, 1890	37	21.69	38	22.60	6	28,524	90.84	1	11 0	6 9	1	1	1
2,539	July 1, 1891	91	14.99	92	13.49	6	28,214	89.92	1	11 11	6 11	1	1	1
331	do	91	14.99	92	13.49									
784	do	1	19.61	2	20.33	6	87,210	138.87	1	26 10	9 0	2	1	2
2,937	do	73	19.13	74	19.08	6	124,269	98.94	1	24 0	9 3	4	1	4
									1	25 0	9 3			
244	July 1, 1889	101	20.91	12	16.72	6	30,081	93.80	1	15 0	6 6	1	1	1
									1	13 0	6 6			
		2	13.50	1	13.70	6	33,087	155.34	1	6 6	5 7	1	1	1
									1	7 0	8 2			
3,437	July 1, 1889	130	8.30			6	36,110	115	1	15 0	8 11	1	1	1
									1	12 0	8 11			
536	do	1	19.55	8	20.19	6			(¹²)			(¹²)		
687	do	1		8		6			(¹²)			(¹²)		
258	do	10	21.60	3	21.80	6	46,516	148.14	1	6 3	5 7	1	1	1
									1	10 0	6 9			
382	do	311	25.92	312	25.92	6	34,676	190.40	1	15 0	8 0	1	1	1
									1	20 0	8 0			
671	do	311		312		6			(¹⁴)			(¹⁴)		
277	do	311		312		6			(¹⁴)			(¹⁴)		
230	do	311		312		6			(¹⁴)			(¹⁴)		
5,949	July 1, 1890	70	25.33	69	25.33	7	125,750	114.52	2	25 0	9 5 ¹	3	1	3
2,914	do													
23,785	do													

⁷ Balance of route (6.62 miles) covered by Fall Creek, Ill., and Hannibal, Mo., pouch service. (See Table C*.)

⁸ In reserve.

⁹ Oct. 28, 1891 service established.

⁶ 6 miles covered by Allentown and Harrisburg R. P. O.

¹¹ 11.73 miles, Junction and Columbia, covered by closed pouch service. (See Table C*.)

¹² Cars and clerks shown on route No. 110073.

¹³ 11.81 miles, Highlands and Easton town, covered by closed pouch service. (See Table C*.)

¹⁴ Cars and clerks shown on route No. 109049.

¹⁵ Route 178003 covered by Portland, Oregon and San Francisco, Cal., R. P. O.

¹⁶ Route 178001 covered by Ogden, Utah, and San Francisco, Cal., R. P. O.

TABLE A^a.--Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Red Oak, Iowa, and Lincoln, Nebr.	6	113.57	Red Oak, Iowa, Nebraska City, Nebr. (Chl. Bur. and Q'cy). Nebraska City, Lincoln, Nebr. (B. and M. R. in Nebr.).	143074 1157005 141048	53.27 58.15 95.16
Red Wing and Mankato, Minn.	10	94.62	Red Wing, Mankato, Minn. (Minn. and St. L.).	141032	57.66
Reno and Preston, Minn.	10	57.70	Reno, Preston, Minn. (C. M. and St. P.).	175001	52.58
Reno and Virginia City, Nev.	8	52.58	Reno, Virginia City, Nev. (V. and T. R. R.).	110022	(4)
Ridgway and Erie, Pa. ²	2	119.63	Ridgway, Pa., Erie, Pa. (Penna.)	(part) 165043 (part)	37.90
Ridgway and Durango, Colo. ⁴	7	162.44	Ridgway, Illium, Colo. (Rio Grande So.). Illium, Durango, Colo. (Rio Grande So.).	165045 103007	125.21 28.66
Richford and St. Albans, Vt...	1	28.91	Richford, St. Albans, Vt. (Cen. Vt.)	107034	29.02
Richland and Niagara Falls, N. Y.	2	181.40	Richland, N. Y., Oswego, N. Y. (N. Y. C. and H. R.). Oswego, N. Y., Suspension Bridge, N. Y. (N. Y. C. and H. R.).	107036 107016	(16) (12)
Richland and Syracuse, N. Y..	2	42.33	Suspension Bridge, N. Y., Niagara Falls, N. Y. (N. Y. C. and H. R.). Richland, N. Y., Pulaski, N. Y. (N. Y. C. and H. R.).	107034 (part) 107037	(12) (12) 28.61
Richmond and Clifton Forge, Va.	3	230.55	Pulaski, N. Y., Syracuse, N. Y. (N. Y. C. and H. R.). Richmond, Lynchburgh, Va. (Ches. and Ohio).	114023 114027	147.04 85.94
Richmond and Danville, Va...	3	141.08	Lynchburgh, Clifton Forge, Va. (Ches. and Ohio).	114006	140.83
Richmond and Hinton, W. Va.	3	272.86	Richmond, Danville, Va. (Rich. and Dan.).	114005	17268.65
Richmond and Rowland, Ky. ³⁰	5	33.46	Richmond, Va., Hinton, W. Va. (C. and O.).	(part) 129030	34.91
Rincon and Silver City, N. Mex.	7	101.58	Richmond Junction (n. o.), Richmond, Ky. (Ky. Central).	165006 ²¹ (part) 167006	53.50 48.71
Roanoke, Ala., and Columbus, Ga.	4	68	Rincon, Deming, N. Mex. (Atch., Top. and Santa Fé). Deming, Silver City, N. Mex. (Atch., Top. and Santa Fé).	121014 124007	30.38 95.26
Rochester and Elmira, N. Y....	2	112.50	Roanoke, Opelika, Ala. (Cent. R. R.). Opelika, Ala., Columbus, Ga. (Cent. R. R.).	107005 107001	(22)
Rochester and Olean, N. Y.....	2	107.40	Rochester, N. Y., Corning, N. Y. (N. Y., L. E. and W.). Corning, N. Y., Elmira, N. Y. (N. Y., L. E. and W.).	(part) 107123	101.75
Rochester, N. Y., and Punxsutawney, Pa.	2	228.32	Rochester, N. Y., Hinsdale, N. Y. (W. N. Y. and P.). Hinsdale, N. Y., Olean, N. Y. (W. N. Y. and P.).	107058 (part) 107102	(24) 109.19
			Rochester, N. Y., Salamanca, N. Y. (B., R. and P.). Bradford Junction, N. Y., Punxsutawney, Pa. (B., R. and P.).	107127 (part) (27)	118.70

¹ Balance of route covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O. (27.56 miles), and by Lincoln, Nebr., and Deadwood, S. Dak., R. P. O. (51.70 miles).

² Reserve.

³ Short run of the Williamsport and Erie R. P. O.

⁴ 119.48 miles covered by Williamsport and Erie R. P. O.

⁵ Clerks accounted for on Williamsport and Erie R. P. O.

⁶ New service; not reported last year; established August 27, 1891, as Montrose and Telluride, Colo., R. P. O.; extended to end at Rico, Colo., February 9, 1892; curtailed to begin at Ridgway, June 5, 1892; extended to end at Durango, June 18, 1892.

⁷ 7.76 miles, balance of route 165043 covered by

closed-pouch service. (See Table C^c, Illium and Telluride R. R.).

⁸ Based on seven times a week service as follows: Between Montrose and Telluride, Colo. (77 miles), August 27, 1891, to February 8, 1892, 166 days; between Montrose and Rico, Colo. (92.80 miles), February 9 to June 4, 1892, 117 days; between Ridgway and Rico (66.00 miles), June 5 to 17, 1892, 13 days; between Ridgway and Durango, Colo., June 18 to 30, 1892, 13 days.

⁹ 2 clerks on Suspension Bridge and Buffalo R. P. O.
¹⁰ 151.12 miles covered by Oswego and Suspension Bridge R. P. O.

¹¹ Cars and clerks shown on route No. 107034.

¹² 1.80 miles covered by Suspension Bridge and Buffalo R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.	
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.				
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>				
1,946	July 1, 1891	161	28.69	160	31.43	6	71,321	113.57	1	14 0	9 0	2	1	2	
1,949	July 1, 1890	81	21.90	82	25.96				21	21 0	9 0				
336	July 1, 1891	22	22.42	21	21.18	6	59,421	189.24	1	8 10	8 8	1	1	1	
394	do	37	18.60	38	19.16	6	36,236	115.40	1	9 6	5 8	1	1	1	
2,090	July 1, 1890	1	18.57	2	18.95	7	38,489	105.16	1	18 11	8 5 1/2	1	1	1	
2,948	July 1, 1889	17	23.40	6	26.44	6	75,128	119.63	2	20 0	9 0	2	1	(5)	
567	Aug. 28, 1891	5	16.24	6	15.97	7	53,234	162.44	3	12 8	7 4	2	1	2	
265	Feb. 8, 1892								21	12 8	7 4				
451	July 1, 1889	221		113	99	6	18,155	115.64	1	8 4	7 0	1	1	1	
		4	15.27	3	24	6	18,155								
1,375	do	124	26.35	127	26.67	6	113,919	120.93	1	22 10	6 10	3	1	3	
									21	22 10	6 10				
1,573	do	124		127		6			(11)			(11)			
12,047	do	124		127		6			(11)			(11)			
1,375	do	8	27.84	7	26.94	6	26,583	84.66	2	18 0	6 0	1	1	1	
918	do	8		7		6			(14)			(14)			
716	do	9	23.21	10	24.23	6	144,785	115.27	15	3	16 0	9 0	4	1	4
706	do	9	27.24	10	28.66	7	103,271	112.86	3	40 0	9 0	2	1		
3,306	do	11	29.38	12	25.84	7	103,271		14	4	25 0	9 0	2	1	
2,614	do	5	23.31	4	26.32	7	199,734	136.43	19	3	20 0	9 0	4	2	8
									1	7 10	5 8	1	1	1	
488	July 1, 1892	17	9.96	18	10.72	6	21,249	66.92	1			1	1	1	
8,446	July 1, 1890	821	18.74	822	21.80	7	74,357	101.58	1	20 0	9 9	2	1	2	
630	do								1	26 3	9 1				
424	July 1, 1892	18	17	17	20.60	6	42,764	136	1	25 0	9 0	1	1	1	
1,057	do								1	20 0	9 0	2	1	2	
3,120	July 1, 1889	102	27.25	103	27.94	6	70,650	112.50	21	15 0	9 0				
									(24)			(24)			
16,149	do	102		103		6									
571	do	202	23.46	205	23.97	6	67,447	1126.32	21	16 0	8 10	2	1	2	
									21	16 0	8 10				
1,660	do	202		205		6			(26)			(26)			
931	do	1	21.09	4	21.18	6	143,385	114.16	2	15 0	0 0	4	1	4	
									19	2	15 0	9 0			
486	do	1		4		6			(28)			(28)			

¹³ 4.30 miles covered by Richland and Niagara Falls R. P. O.

¹⁴ Cars and clerks shown on route No. 107,034.

¹⁵ 1 in reserve.

¹⁶ 5 clerks keep up the two runs, the extra man running alternate trips on day and night lines.

¹⁷ 151.57 miles covered by the Hinton and Cincinnati R. P. O., and 77.32 miles by the Norfolk, Newport News, and Richmond R. P. O.

¹⁸ In use between Richmond, Va., and Cincinnati, Ohio.

¹⁹ Reserve cars.

²⁰ This line was formerly Richmond and Stanford R. P. O.; September 16, 1891, curtailed to end at Rowland, decreasing distance 1.31 miles.

²¹ 347.62 miles of route 165006 between La Junta, Colo., and Albuquerque, N. Mex., covered by

La Junta, Colo., and Albuquerque, N. Mex. R. P. O., and 177.20 miles of same route between Albuquerque and Rincon, N. Mex., covered by Albuquerque, N. Mex., and El Paso, Tex., R. P. O.

²² 17 miles covered by the New York and Dunkirk R. P. O.

²³ Cars and clerks shown on route No. 107,005.

²⁴ Clerk alternates with Dansville and Buffalo clerks.

²⁵ 6.96 miles covered by the Buffalo and Emporium R. P. O.

²⁶ Cars and clerks shown on route No. 107,123.

²⁷ 3.26 miles Panxstautaney and Walston, covered by closed-pouch service. (See Table C.)

²⁸ Cars and clerks shown on route No. 107,102.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Rochester and Suspension Bridge, N. Y.	2	74.89	Rochester, N. Y., Suspension Bridge, N. Y. (N. Y. C. and H. R.).	107018 (part)	75.72
Rockaway and High Bridge, N. J.	2	30.57	Rockaway, N. J., High Bridge, N. J. (C. of N. J.).	109040	30.69
Rockford, Ill., and Mineral Point, Wis.	10	115.69	Rockford, Rockton, Ill. (C., M. and St. P.) Rockton, Ill., Beloit, Wis. (C., M. and St. P.). Beloit, Janesville, Wis. (C., M. and St. P.) Janesville, Gratiot, Wis. (C., M. and St. P.). Gratiot, Mineral Point, Wis. (C., M. and St. P.).	135096 139024 139036 139004 139020 (part)	16.37 (*) 15.72 55.80 25.79
Rock Island and Peoria, Ill.	6	92.20	Rock Island, Peoria, Ills. (R. I. and Peo.).	135040 (part)	90.91
Rock Island, Ill., and St. Louis, Mo.	6	248.99	Rock Island, Ills., St. Louis, Mo. (Chi., Burl. and Qcy.). Rle., Galesburgh, Ill. (Chi., Burl. and Qcy.). Galesburgh, Bushnell, Ills. (Chi., Burl. and Qcy.).	135005 135009 (part) 135010 (part)	247.05 12.82 (*)
Rockland and Beaumont, Tex.	11	74.07	Rockland, Beaumont, Tex. (Sabine and East Texas).	150029 (part)	74.07
Rockland and Portland, Me.	1	88.42	Rockland, Bath, Me. (Me. Cen.)	101015	50.33
			Bath, Brunswick, Me. (Me. Cen.)	101011	9.21
			Brunswick, Portland, Me. (Me. Cen.)	101008 (part)	(*)
Roper and Sedan, Kans.	7	57.14	Roper, Peru, Kans. (L. and C. V. A. Line). Peru Junc. (n. o.), Sedan, Kans. (L. and C. V. A. Line).	155078 (part) 155056 (part)	52.06 (*)
Rome, Ga., and Attalla, Ala.	4	63.70	Rome, Ga., Attalla, Ala. (E. Ten., V. Ga. R. R.).	124633	63.70
Rondout and Bloomville, N. Y. . .	2	87.40	Rondout, N. Y., Hobart, N. Y. (Uls. and Del.). Hobart, N. Y., Bloomville, N. Y. (Uls. and Del.).	107073 107153	78.22 9.23
Rosenberg and Cuero, Tex.	11	121.06	Rosenberg, Victoria, Tex. (N. Y., T. and M.). Victoria, Cuero, Tex. (G. W. and T. P.) ..	150036 150019 (part)	92.04 29.02
Rouses Point and Albany, N. Y. .	2	113.90	Rouses Point, West Chazy, N. Y. (D. and H. C.). West Chazy, Whitehall, N. Y. (D. and H. C.). Rutland, Castleton, Vt. (D. and H. C.) ..	107032 107026 (part) 107024 (part)	14.88 99 (*)
		101.55	Castleton, Vt., Whitehall, N. Y. (D. and H. C.). Whitehall, N. Y., Albany, N. Y. (D. and H. C.).	107068 (part) 107026 (part)	14.03 77.91
Rumsey and Elmira, Cal.	8	51.09	Elmira, Rumsey, Cal. (V. V. and C. L. R. R.).	176615	51.09
Rutherfordton, N. C., and Kingville, S. C.	4	188.78	Rutherfordton, N. C., Camden, S. C. (C. C. and C. R. R.). Camden, Kingville, S. C. (S. C. R. R.) ..	120027 120018	149.80 39.03

¹1.80 miles, Suspension Bridge and Niagara Falls, covered by closed pouch service. (See Table C.)

²One clerk on Buffalo and Suspension Bridge R. P. O.; 1 transfer clerk at Suspension Bridge.

³In reserve.

⁴Distance (3.40 miles) covered by Racine, Wis., and Rock Island, Wis., R. P. O.

⁵Balance of route (19.70 miles) covered by Milton Junction and Janesville, Wis., and Gratiot and Shullsburg, Wis., closed-pouch service. (See Table C.)

⁶Balance of route (7.15 miles) covered by Gratiot, Wis., and Warren, Ill., closed-pouch service. (See Table C.)

⁷Balance of route (52.96 miles) covered by Peoria and Galesburg, Ill., R. P. O.

⁸Distance (28.60 miles) covered by Chicago, Ill., and Kansas City, Mo., R. P. O.

⁹Balance of route covered by Bangor and Boston R. P. O. (108.05 miles).

¹⁰Covered by Bangor and Boston R. P. O. (29.10 miles).

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, of cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av. speed (miles).	Train No. inward.	Av. speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
4,600	July 1, 1889	7 27.90	26 27.05	6	47,031	99.85	1	21 0	8 6	3	1	1	1	1
117	do	21 29.76	8 28.80	6	47,031	76.34	1	20 6	8 10	1	1	1	1	1
1,542	July 1, 1891	40 22.20	35 30	6	72,653	115.69	1	20 0	9 3	1	1	1	1	1
2,637	do	1 22.20	4 30											
1,629	do													
1,518	do													
1,228	do													
1,306	do	2 29.11	3 28.37	6	57,901	92.20	1	17 10	9 6	2	1	1	1	1
4,400	do	2 22.11	1 22.63	7	182,266	124.49	2	22 5	8 10	4	2	12	12	12
2,806	do	4 21.40	3 23.80	6	151,228	120.41	2	23 6	9 2	4	1			
18,786	do	4	3				1	19 8	8 10					
362	July 1, 1890	103 19.75	104 19.75	7	54,219	148.14	1	22 6	9 2	1	1	1	1	1
2,371	July 1, 1889	58 22.15	1 24.79	6	55,527	117.89	1	22 8	9 2					
3,905	do	72 22.63	19 23.67	6	55,527		1	15 0	6 9	8	1	3	3	3
19,168	do						2	16 0	6 7					
252	July 1, 1890	489 16.33	490 15.61	7	41,826	114.28	1	16 4	6 10	1	1	1	1	1
707	do													
295	July 1, 1892	74 11.66	73 11.66	6	40,003	127.40	1	8 2	6 9	1	1	1	1	1
1,380	July 1, 1889	8 20.46	36 20.46	6	54,887	116.53	1	20 0	8 10	3	1	3	3	3
		9 20.88	8 22.21	6	54,887		1	20 0	8 10					
		10 37 19.20	4 20.20	6	30,144									
		3	36	6			(17)			(17)				
		9	8	6			(17)			(17)				
841	July 1, 1890	152 20.75	151 21.68	7	88,616	121.06	1	20 0	8 10	2	1	2	2	2
221	do						1	22 8	9 2					
							1	24 4	9 2					
4,662	July 1, 1889	4 25.30	3 26.79	6	71,529	105.66	2	25 0	8 10	2	1	14	14	14
6,907	do	4	3	6			(17)			(17)				
1,048	do	26 30.46	21 26.48	6	63,773		1	25 0	8 10	2	1			
2,027	do	30 28.33	5 31.24	6	63,773		1	25 0	8 10	2	1			
6,907	do	26	21	6			(17)			(17)				
		30	5	6			(17)			(17)				
		26	21	6			(17)			(17)				
		30	5	6			(17)			(17)				
461	July 1, 1890	61 19.54	62 19.05	6	51,208	163.08	1	20 0	8 10					
		63 22.81	64 22.81				2	10 0	9 5	1	1	1	1	1
849	July 1, 1892	32 23.41	33 24.38	7	138,149	125.82	2	18 0	8 7	3	1	3	3	3
966	do	32 28.54	33 28.54	7			1	21 0	8 7					

¹⁵ 5 miles, distance on route 155056, covered by Coffeyville and Larned, Kans., R. P. O.¹⁶ Service between Rondout and Arkville only 48 miles; one acting clerk additional.¹⁷ Cars and clerks shown on route No. 107033.¹⁸ Balance of route covered by closed-pouch service (27.09 miles). (See table C, Fort Lavaca and Cuero.)¹⁹ Three transfer clerks at Albany, N. Y.; two transfer clerks at Troy, N. Y.; three helpers.¹⁵ 11.75 miles. Moores and West Chazy, covered by closed-pouch service. (See Table C.)¹⁷ Cars and clerks shown on route No. 107033.¹⁸ 10.67 miles covered by Rutland and Troy R. P. O.¹⁹ This R. P. O. is in two divisions: Rouses Point to Whitehall, 113.90 miles, and Albany, N. Y., to Rutland, Vt., 101.55 miles.²⁰ 1 reserve car; 6 additional round trips between Elmira and Esparto, Cal. (30.45 miles).²¹ 1 reserve car.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations, running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Ruthven and Des Moines, Iowa.	6	137.59	Ruthven, Tara, Iowa (Des M. and Ft. Dodge).	143087	55.60
			Tara, Des Moines, Iowa (Des M. and Ft. Dodge).	143031	83.06
Rutland and Bennington, Vt., and Troy, N. Y.	1	85.19	Rutland, North Bennington, Vt. (Benn. and Rut.).	² 103015 (part)	52.75
			North Bennington, Vt., State line (n. o.) (Benn. and Rut.).	103018	2.02
			Stateline (n. o.), Hoosac Jct., N. Y. (Fitch.)	107116	5.04
			Hoosac Jct., Troy, N. Y. (Fitch.)	² 104021 (part)	(⁴)
Rutland, Vt., and Troy, N. Y.	2	86.13	Rutland, Vt., Eagle Bridge, N. Y. (D. and H. C.).	107024	62.90
			Eagle Bridge, N. Y., Troy, N. Y. (Fitchburg).	104021 (part)	(⁵)
Sacramento and San Francisco, Cal.	8	141	Sacramento, San Francisco, Cal. (Cent. Pac.).	176028	140.55
Sag Harbor and New York, N. Y.	2	98.88	Sag Harbor, N. Y., Long Island City, N. Y. (Long Island).	107093	98.93
St. Albans, Vt., and Boston, Mass.	1	265.40	St. Albans, White River Jct., Vt. (Cen. Vt.).	¹² 103002 (part)	120.50
			White River Jct., Vt., Concord, N. H. (Bos. and Me.).	102008	69.38
			Concord, Nashua, N. H. (Con. and Mont.).	102001	35.84
			Nashua, N. H., Boston, Mass. (Bos. and Me.).	104016	40.62
St. Albans, Vt., and Ogdensburg, N. Y.	2	143.15	St. Albans, Vt., Rouses Point, N. Y. (Cen. Vt.).	103002 ¹⁴ (part)	24.27
			Rouses Point, N. Y., Ogdensburg, N. Y. (Cen. Vt.).	107053	119.19
St. Albans, Vt., and Troy, N. Y.	1	184.69	St. Albans, Essex Jct., Vt. (Cen. Vt.)	¹⁸ 103002 (part)	(¹⁹)
			Essex Jct., Rutland, Vt. (Cen. Vt.)	²¹ 103003 (part)	(²²)
			Rutland, North Bennington, Vt. (Benn. & Rut.).	²³ 103015 (part)	(²⁴)
			North Bennington, Vt., State Line (n. o.) (Benn. & Rut.).	103018	(²⁵)
			State Line (n. o.), Hoosac Jct., N. Y. (Fitch.).	107116	(²⁶)
			Hoosac Jct., Troy, N. Y. (Fitch.)	²⁷ 104021 (part)	(²⁸)
St. Cloud and Willmar, Minn.	10	58.61	St. Cloud, Willmar, Minn. (St. P., M. & M.).	141057	58.69
St. Joseph, Mo., and Colorado Springs, Colo.	7		St. Joseph, Mo., Horton, Kans. (Chi., R. Island and Pac.).	155075	(²⁹)
East Division		284.51	Horton, Kans., Fairbury, Nebr. (Chi., R. Island and Pac.).	²⁹ 155076 (part)	115.42

¹ Reserve.² Balance of route covered by closed-pouch service between North Bennington and Bennington (5.07 miles). (See Table C.)³ Balance of route covered by Boston and Troy R. P. O. (163.59 miles).⁴ Covered by Boston and Troy R. P. O. (253.3 miles).⁵ 23 miles covered by Boston and Troy R. P. O. (1st div.).⁶ Cars and clerks shown on route No. 107024.⁷ 1 helper Sacramento, Cal.⁸ Clerks alternate with Babylon and New York clerk.⁹ One transfer clerk Long Island City, N. Y. One clerk Babylon and New York R. P. O. One acting clerk additional.¹⁰ Service between Babylon and Long Island City only 36.83 miles.¹¹ In reserve.¹² Balance of route covered by Newport and Springfield R. P. O. (14 miles) and St. Albans and Ogdensburg R. P. O. (24 div., 24.27 miles).¹³ 1 clerk as chief clerk Boston, Mass.; 2 clerks to superintendent's office; 3 clerks as transfer clerks (1 at Concord, N. H.; 1 at St. Albans, Vt.; 1 at Boston, Mass.).¹⁴ Reserve cars.¹⁵ 14 miles covered by Newport and Springfield R. P. O. (first division). 120.50 miles covered by St. Albans and Boston R. P. O. (first division).¹⁶ 1 helper.¹⁷ Cars and clerks shown on route No. 103002.¹⁸ Balance of route covered by St. Albans and Boston R. P. O. (95.73 miles); Newport and Springfield R. P. O. (14 miles); St. Albans and Ogdensburg R. P. O. (second division) (24.27 miles).¹⁹ Covered by St. Albans and Boston R. P. O. (24.77 miles).

in the United States on June 30, 1893—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crew.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
Lbs.										Ft. In.	Ft. In.			
724	July 1, 1891	210	23.92	209	24.64	6	86,406	137.59	1	20 6	9 2½	2	1	2
1,802	do	210	23.92	209	24.64	6	86,406	137.59	2	16 6	9 0			
2,800	July 1, 1889	180	29.08	173	31.65	6	53,498	85.19	1	21 0	6 10	2	1	2
4,215	do													
4,315	do	180	24.96	173	23.66									
8,129	do													
1,048	do	54	29.02	53	26.02	6	540.90	86.13	1	16 0	6 11	2	1	2
		54	22.37	53	20.64	6			(*)			(*)		
2,140	July 1, 1890	83	22.20	84	23.14	7	103,212	94.09	1	21 0	9 5½	3	1	4
1,868	July 1, 1889	20	30.11	23	29.80	6	62,087	110.11	1	24 0	9 5½			
		36	28.93	11	28.65	6	62,087		1	20 0	8 8	2	1	6
		56	26.62	27	26.30	6	23,129		1	20 0	8 8	1	1	
									11	10 3½	5 8			
6,401	do	53	27.28	27	29.50	6	166,671	132.70	11	15 0	8 0			
		67	28.92	133	27.80	7	194,272		1	49 6	9 2	4	2	22
7,372	do	53	26.35	27	28.71				1	34 0	6 8	4	2	
		67	28.71	133	26.02				1	42 5	8 9			
13,788	do	53	32.30	27	31.81				1	32 0	6 10			
		67	32.30	133	31.81				14	34 0	6 8			
15,018	do	53	34.05	27	34.05				14	41 10	8 10			
		67	34.05	133	34.05				14	42 8	8 10			
6,401	do	50	26.17	63	25.81	6	89,898	143.15	1	26 0	8 6	2	1	63
1,460	do	50		63		6			11	25 0	8 2			
6,401	do	63	32.41	15	31.56	6	135,215	123.12	(17)			(17)		
									1	18 6	7 0	3	1	4
4,629	do								1	18 5	6 5			
									1	25 2	9 0			
3,800	do	63	32.61	15	34.32									
4,215	do													
4,315	do	63	33.96	15	26.02									
8,109	do													
576	July 1, 1891	52	21.40	62	21.40	6	36,807	117.22	1	22 2	8 11	1	1	1
2,438	July 1, 1890	13	27.24	14	27.98	7			13	22 0	9 6			15
		15	26.02	16	27.29	7			4	22 0	9 5			
2,492	do						416,523	142.25	11	22 0	9 5	8	1	
									3	14 8	7 2			

*1 clerk as helper.

*2 Balance of route covered by Essex Junction and Boston R. P. O. (52.80 miles).

*3 Covered by Essex Junction and Boston R. P. O. (75.20 miles).

*4 Balance of route covered by closed-ponch service between North Bennington and Bennington (5.07 miles). (See Table C.)

*5 Covered by Rutland, Bennington and Troy R. P. O. (52.75 miles).

*6 Covered by Rutland, Bennington and Troy R. P. O. (2.02 miles).

*7 Covered by Rutland, Bennington, and Troy R. P. O. (5.04 miles).

*8 Balance of route covered by Boston and Troy R. P. O. (163.59 miles).

*9 Covered by Boston and Troy R. P. O. (25.33 miles).

*10 This line divides on Phillipsburg, Kans., double daily service on east division.

*11 40.70 miles of route 155075, between St. Joseph, Mo., and Horton Junction (n.o.). Kans., covered by the St. Joseph, Mo., and Minco, Ind. T., R. P. O.

*12 These cars are run between Davenport, Iowa, and Phillipsburg, Kans.; between Trenton, and St. Joseph, Mo., they are used by Trenton and St. Joseph, Mo., R. P. O.

*13 2 helpers, between Belleville and Phillipsburg, 1 on each train, who also perform service, alternately, four days each month in Belleville and Junction City, Kans. R. P. O., to relieve the clerk on that line; 1 clerk detailed to superintendent's office.

*14 51.60 miles of route 155076, between Fairbury and Nelson, Nebr., covered by the Fairbury and Nelson, Nebr., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
West Division.....		326.91	Fairbury, Nebr., Colorado Springs, Colo. (Chl., R. Island and Pac.).	157050	454.79
St. Joseph, Mo., and Grand Island, Nebr. ¹	7	252.09	St. Joseph, Mo., Grand Island, Nebr. (St. Joe. and Grand Island).	155007	252.09
St. Joseph, Mo. and Minco, Ind. T. ⁴	7	418.67	St. Joseph, Mo., Herington, Kans. (Chic., R. Island and Pac.).	155075 ⁶ (part)	171.40
			Herington, Kans., Minco, I. T. (Chic., R. Island and Pac.).	155082	248.88
St. Joseph, Mich., and Terre Haute, Ind.	5	224.06	St. Joseph, Mich., Terre Haute, Ind. (Terre Haute and Ind.).	133013	225.77
St. Louis, Mo., and Burrton, Kans. ¹¹	7	.....	St. Louis, Pierce City, Mo. (St. Louis and San Fran.).	145003 ¹² (part)	286.90
East Division.....		282.36	Pierce City, Mo., Wichita, Kans. (St. Louis and San Fran.).	145020	218.64
West Division.....		256.41	Wichita, Burrton, Kans. (St. Louis and San Fran.).	155087 ¹⁰ (part)	13.10
St. Louis, Mo., and Columbus, Ky. ¹⁷	7	199.54	St. Louis, Tower Grove Sta. (n. o.), Mo. (Mo. Pac.).	145001 ¹³ (part)	
			Tower Grove Sta. (n. o.), Oak Hill Junc. (n. o.), Mo. (St. L., Oak Hill and Car.).	145070 ¹³ (part)	
			Oak Hill Junc. (n. o.), Bismarck, Mo. (St. Lou., Iron Mt. and So.).	145002 ¹³ (part)	
			Bismarck, Mo., Columbus, Ky. (St. Lou. Iron Mt. and So.).	145034	121.30
St. Louis, Mo., and Council Bluffs, Iowa.	7	411.50	St. Louis, Brunswick, Mo. (Wabash)....	145004 ¹⁴ (part)	
			Brunswick, Pattonsburg, Mo. (Wabash).	145013	80.34
			Pattonsburg, Mo., Council Bluffs, Iowa (Omaha and St. Louis).	145061	144.75
St. Louis, Mo., and El Dorado, Ill. ¹⁸	7	122.84	Union Depot, St. Louis, Mo., termini of all railroad routes; East St. Louis, Ill. (St. Louis Bridge and Tunnel R. R.).	145074	.....
			East St. Louis, El Dorado, Ill. (St. Louis, Alton and Terre Haute).	135030	120.45
St. Louis, Mo., and Jackson, Tenn. ¹⁷	7	260.29	Union Depot, St. Louis, Mo., termini of all railroad routes; East St. Louis, Ill. (St. Louis Bridge and Tunnel R. R.).	145074 ¹⁵ (part)	

¹ Double daily service.² 1 clerk detailed to transfer service at Union Depot, St. Joseph, Mo.

³ Service on trains 1 and 2 performed as follows: Between St. Joseph, Mo., and Seneca, Kans. (77 miles), six times per week, July 1 to August 1, 1891, inclusive (28 days); between St. Joseph, Mo., and Hanover, Nebr. (128 miles), six times per week, August 2 to November 14, 1891, inclusive (90 days); between St. Joseph, Mo., and Seneca, Kans. (77 miles), six times per week, November 15, 1891, to February 13, 1892, inclusive (78 days); between St. Joseph, Mo., and Grand Island, Nebr., six times per week, February 14 to May 14, 1892, inclusive (78 days), and seven times per week May 15 to June 30, 1892 (47 days).

⁴ Double daily service between St. Joseph, Mo., and Caldwell, Kans. (244.66 miles); single daily between Caldwell, Kans., and Minco, Ind. T.

⁵ St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.; also runs over 40.70 miles of this route between St. Joseph, Mo., and Horton Junction (n. o.), Kans., and Kansas City, Mo., and Belleville, Kans., R. P. O. over 33.00 miles of same route between North Topeka Station (n. o.) and McFarland, Kans.

⁶ Balance of route 155075 (263.04 miles) covered

by Herington and Liberal, Kans., R. P. O.

⁷ 1 clerk detailed as assistant chief clerk at St. Joseph, Mo.; 1 helper on trains 1 and 2, who, in connection with the 2 clerks of the Herington and Liberal, Kans., R. P. O., east division, performs helper service daily between Topeka and Herington, Kans., and 1 helper on trains 3 and 4, who, in connection with the 3 clerks of the Herington and Dodge City, Kans., R. P. O., performs helper service between St. Joseph, Mo., and Herington, Kans.; 1 helper on trains 3 and 4 between Caldwell, Kans., and Minco, Ind. T.

⁸ Based on service as follows: 7 times a week between St. Joseph, Mo., and Caldwell, Kans., and 6 times per week between Caldwell, Kans., and Minco, Ind. T., from July 1 to August 15, 1891, inclusive; balance of year, 7 times per week, between St. Joseph, Mo., and Minco, Ind. T.

⁹ In reserve.¹⁰ 2 cars in reserve.

¹¹ Line divides on Monett, Mo. Double daily postal-car service on east division and postal-car service on trains 3 and 4 and apartment service on trains 1 and 2, west division.

¹² 72.98 miles, balance route 145003, between Pierce City, Mo., and Vinita, Ind. T., covered by Monett, Mo., and Sapulpa, Ind. T., R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
2,022	July 1, 1890						239,298	163.45				4	1	
2,077	do	3 25.64	4 24.78	7	184,530	108.09	2	28 8	9 6	8	1	27		
		1 17.19	2 19.91	7	102,367	168.09	1	19 9	9 1	3	1			
2,438	do	1 24.89	2 25.61	7	215,691	147.71	1	21 8	8 3	4	1	13		
		15 24.46	4 24.94	7	304,978	160.42	2	22 0	9 5	5	1			
		3 24.46	16 24.94	7										
2,039	Sept. 9, 1890													
814	July 1, 1892	53 24.60	52 26.56	6	140,710	112.03		1 22 0	9 5					
								2 16 7	7 7					
10,683	July 1, 1891	1 23.90	2 25.21	7				10 4 15 10	9 0	4	1	4		
4,225	do	3 24.92	4 24.92	7	413,375	141.18		1 22 4	9 3	8	2	31		
								1 21 4	9 3					
								3 50 0	9 2					
842	July 1, 1890						375,384	128.20		1 22 4	7 3	8	1	
65,816	July 1, 1891	57 14	58 17.50	7	146,063	133.03	2	20 0	9 2 1	3	1	3		
29,015	do	57 28.16	58 21.12											
27,087	do	57 22.24	58 21.60											
1,617	do	57 22.24	58 21.60											
13,364	do	7 27.04	8 31.12	7	301,218	137.17	2 2	55 0	9 3	6	3	23		
								1 55 9	9 3					
8,407	do	3 23.49	2 24.13	6	50,454	160.68	1	9 2	7 9	1	1			
6,332	do	7 21.77	8 23.20	7										
		1 9.56	6 9.56	7	85,121	122.84	1	24 0	9 0	2	1			
								1 9 8	8 10					
21.06	July 1, 1887	1 19.07	26 18.15					1 39 5	9 2					
		25 19.07	6 18.15											
		1 21.69	2 21.55	7	190,532	130.15	1	22 8	8 11 1	4	1	9		
								2 21 4	8 10					
		5 18.16	6 18.16	7	190,532	130.15	3 1	21 4	8 10	4	1			

¹³ 2 40-foot lines of cars authorized between St. Louis and Monett, Mo., and 1 40-foot line between Monett, Mo., and Burrton, Kans.

¹⁴ 2 clerks detailed to duty in superintendent's office; 1 clerk detailed as chief clerk at Wichita, Kans.; 4 helpers assigned as follows: 3 on the east division, between St. Louis and Newberg, Mo. (119.10 miles), in train 1, and daily, except Monday, and trains 3 and 4 daily, in the order of first in, first out; 1 on the west division, trains 3 and 4, between Monett, Mo., and Cherryvale, Kans. (104.90 miles), 6 days each week.

¹⁵ In reserve.

¹⁶ 72.05 miles, balance route 155087, Ellsworth to Burrton, Kans., covered by Ellsworth and Burrton, Kans., R. P. O.

¹⁷ St. Louis, Mo., and Jonesboro, Ark., clerks act as helpers to clerks on this line between St. Louis and Delta (n. o.), Mo.

¹⁸ 3.50 miles of route 145001 between St. Louis and Tower Grove Station (n. o.), Mo., covered by St. Louis and Kansas City, Mo., R. P. O.

¹⁹ 7.04 miles of route 145070 covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.

²⁰ 68.33 miles distance on route 145002, Oak Hill Junction (n. o.) to Bismarck, Mo., covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.

²¹ St. Louis, Moberly, and Kansas City, Mo., R. P. O. runs over this route between St. Louis and Brunswick, Mo., and 187.10 miles of route 145004 covered by that R. P. O.

²² 1 50-foot line of cars authorized.

²³ 3 helpers between St. Louis and Moberly, Mo. (148 miles), and 1 clerk assigned to duty in superintendent's office.

²⁴ Short run between Pattonsburg and Brunswick, Mo. (distance, register to register, 80.34 miles).

²⁵ St. Louis, Mo., and Paducah, Ky., clerks act as helpers in this line between St. Louis, Mo., and Pinkneyville, Ill., both ways.

²⁶ Trains 1 and 6 daily between St. Louis, Mo., and Duquoin, Ill., 73.39 miles, and trains 23 and 26, daily, except Sunday, between Duquoin and El Dorado, Ill.

²⁷ Double daily service.

²⁸ Distance (2.39 miles) covered by St. Louis, Mo., and El Dorado, Ill. R. P. O.

²⁹ 1 helper between Union City and Jackson, Tenn., on trains 5 and 6.

³⁰ These cars are run between St. Louis, Mo., and Mobile, Ala., being used for the Jackson, Tenn., and Mobile, Ala. R. P. O. between Jackson, Tenn., and Mobile, Ala.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
St. Louis, Mo., and Jackson, Tenn.—Continued.	7	200.73	East St. Louis, Cairo, Ill. (Mob. and Ohio). Cairo, Ill., Jackson, Tenn. (Mob. and Ohio).	135053 126004 ¹	152.75 108.57
St. Louis and Malden, Mo. ⁴	7	200.73	St. Louis, Tower Grove Sta. (n. o.), Mo. (Mo. Pac.). Tower Grove Sta. (n. o.), Oak Hill Junc. (n. o.), Mo. (St. Louis, Oak Hill and Car.). Oak Hill Junc. (n. o.), Bismarck, Mo. (St. Louis, Iron Mt. and So.). Bismarck, Delta (n. o.), Mo. (St. Louis, Iron Mt. and So.). Delta (n. o.), Malden, Mo. (St. Louis and So. West.).	145001 (part) 145070 (part) 145002 (part) 145034 (part) 145072	(¹) (²) (³) (⁴) 51.65
<i>St. Louis, Moberly, and Kansas City, Mo.⁵</i>	7	276.80	St. Louis, Kansas City, Mo. (Wabash) . . .	145004	276.80
<i>St. Louis and Kansas City, Mo.¹²</i>	7	283.20	St. Louis, Kansas City, Mo. (Mo. Pac.) . . .	145001 (part)	283.20
St. Louis, Louisiana and Kansas City, Mo. ¹⁶	7	323.09	Union Depot, St. Louis, Mo., termini of all railroad routes, East St. Louis, Ill. (St. Louis Bridge and Tunnel). East St. Louis, Ill., Kansas City, Mo. (Chicago and Alton).	145074 145022	(¹⁷) 320.70
St. Louis, Mo., and Paducah, Ky. ²¹	7	170.10	Union Depot, St. Louis, Mo., termini of all railroad routes, East St. Louis, Ill. (St. Louis Bridge and Tunnel). East St. Louis, Pinckneyville, Ill. (St. Lou. Alt. and T. Haute). Pinckneyville, Murphysboro, Ill. (St. Lou., Alt. and T. Haute). Marion, Harrison Sta. (n. o.), Ill. (St. Lou. Alt. and T. Haute). Marion, Ill., Paducah, Ky. (St. Lou. Alt. and T. Haute).	145074 135030 (part) 135085 ²² 135045 135097	(²³) (²⁴) 23.93 26.54 56.90
St. Louis, Mo., and Texarkana, Ark. ¹⁴	11	489.61	St. Louis, Tower Grove Sta. (n. o.), Mo. (Mo. Pac.).	145001	.....

¹ These cars are run between St. Louis, Mo., and Mobile, Ala., being used for the Jackson, Tenn., and Mobile, Ala., R. P. O. between Jackson, Tenn., and Mobile, Ala.

² In reserve.

³ Balance of route 126004 (387 miles, Jackson, Tenn., to Mobile, Ala.) covered by Jackson, Tenn., and Mobile, Ala., R. P. O.

⁴ 3.50 miles of route 145001 covered by St. Louis and Kansas City, Mo., R. P. O.

⁵ Reported last year as St. Louis, Mo., and Jonesboro, Ark., R. P. O. (271.80 miles); curtailed June 26, 1892, to end at Malden, Mo. Clerks on this line act as helpers to the St. Louis, Mo., and Columbus, Ky., R. P. O. between St. Louis and Delta (n. o.), Mo., daily, except Sunday, and on Sunday between St. Louis and Marquand, Mo., 118 miles.

⁶ 7.04 miles of route 145070 covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.

⁷ 68.30 miles route 145002 covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.

⁸ 73.90 miles route 145034 covered by St. Louis, Mo., and Columbus, Ky., R. P. O.

⁹ Des Moines, Iowa, and Kansas City, Mo., R. P. O. runs over this line between Moberly and Kansas City, Mo., and the St. Louis, Mo., and Council Bluffs, Iowa, R. P. O. between St. Louis and Brunswick, Mo.

¹⁰ Authorized; one 40-foot line.

¹¹ 3 clerks detailed to duty in superintendent's office and 1 helper, five days each week, between St. Louis and Centralia, Mo., 124 miles.

¹² The St. Louis, Mo., and Columbus, Ky., R. P. O. and St. Louis, Mo., and Texarkana, Ark., R. P. O. run over 3.50 miles of this line between St. Louis and Tower Grove Station (n. o.), Mo.; the Sedalia and Kansas City, Mo., R. P. O. over route 10.50 miles between Independence and Kansas City, Mo., and the Kansas City and Joplin, Mo., and Kansas City, Mo., and Geneseo, Kans., R. P. O. over 34.50 miles between Pleasant Hill and Kansas City, Mo.

¹³ Balance of route 145001 (47.03 miles) covered by Omaha, Nebr., and Kansas City, Mo., R. P. O.

¹⁴ Two clerks of each crew west in train 3 performed service east in train 4, making 8 clerks to a crew in train 4, and 2 clerks to a crew in train 8.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).			Length.	Width.		
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>		
769	July 1, 1887						¹ 1	22 8	8 11 ¹		
1,406	July 1, 1888						¹ 1	21 4	8 10		
65,816	July 1, 1891	57 14	58 17.5 ⁰			7	¹ 1	23 7 ¹	8 6	3	1
29,015	.....do.....	57 28.16	58 21.12			7	¹ 1	23 5	8 0		
27,087	.....do.....	57 23.39	58 24.06			7					
1,617	.....do.....	57 23.39	58 24.06			7					
720	.....do.....	5 19.29	6 19.29			6					
13,364	.....do.....	11 26.16	12 26.16			7					
65,816	.....do.....	7 37.76	4 27.18			7					
		129.32	2 32.37			7					
		326.57	8 29.05			7					
		41 7.17	42 7.17			7					
		43 7.17	44 7.17			7					
3,213	.....do.....	41 28.51	47 29.70			7					
		48 28.51	42 29.70			7					
		43 32.07	49 32.36			7					
		50 32.07	44 32.36			7					
		1 9.56	6 9.56			7					
2,106	July 1, 1887										
193	.....do.....	121.16	6 21.85			²² 7					
939	Jan. 2, 1890										
52	July 1, 1888										
65,816	July 1, 1891	51 15.71	52 15.71			7					
		55 15.71	56 15.71			7					

¹⁸ 8 helpers on train 7, 4 to Pleasant Hill, daily, returning on train 2; 1 porter to Pacific six days each week; 3 helpers on train 3, 1 through daily, returning on train 2, and 1 to Jefferson City five nights each week; 1 porter to Jefferson City six nights each week; 2 helpers on train 1, 1 to Kansas City daily, returning on train 8; 1 porter to Jefferson daily six days each week; 8 clerks detailed to duty in Superintendent's office, St. Louis, Mo.; 1 clerk detailed as chief clerk Union depot, St. Louis, Mo.; 1 clerk detailed as chief clerk Kansas City, Mo.; 1 clerk detailed as assistant chief clerk Kansas City, Mo.; 5 clerks detailed to transfer service at Union depot St. Louis, Mo.; 2 clerks detailed to transfer service at Union depot Kansas City, Mo.; 2 clerks detailed to transfer service Union depot, Atchison, Kans.

¹⁶ Double daily service.

¹⁷ 2.39 miles, distance route 145074, covered by St. Louis, Mo., and Eldorado, Ill., R. P. O.

¹⁸ Full cars, but pay for same is not authorized by Department.

¹⁹ 3 helpers assigned to duty on both day and night trains between St. Louis and Louisiana, Mo., daily.

²⁰ Night line established January 1, 1892.

²¹ Clerks on this line act as helpers in the St. Louis, Mo., and Eldorado, Ill., R. P. O., between St. Louis, Mo., and Pinckneyville, Ill.

²² 2.39 miles route 145074, and 61.12 miles of route 135030 covered by the St. Louis, Mo., and Eldorado, Ill., R. P. O.

²³ Service 7 times per week, July 1, 1891, to January 23, 1892; 6 times per week January 24 to May 14, 1892; 7 times per week May 15 to June 30, 1892.

²⁴ One clerk detailed to transfer service relay depot East St. Louis, Ill.

²⁵ Clerks double that portion of route 135085 between Harrison Station (n.o.) and Murphysboro, Ill. (2.33 miles), twice each day.

²⁶ 3.50 miles of route covered by St. Louis and Kansas City, Mo., R. P. O.

²⁷ 1 clerk detailed as chief clerk at Little Rock, Ark.; 1 clerk detailed as chief clerk at San Antonio, Tex.; 1 clerk detailed as chief clerk at Fort Worth, Tex.; 3 clerks detailed to office of superintendent; 1 clerk detailed as assistant chief clerk at Little Rock, Ark.; 4 helpers daily to Little Rock, Ark. (345 miles); 2 helpers daily to Bismarck, Mo. (71.78 miles); 3 helpers daily to Newport, Ark. (360.50 miles).

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
St. Louis, Mo., and Texarkana, Ark.—Continued.	11	489.61	Tower Grove Sta. (n. o.), Oak Hill Junc. n. o.), Mo. (St. L., I. M. and S.). Oak Hill Junc. (n. o.), Bismarck, Mo. (St. L., I. M. and S.). Bismarck, Mo., Texarkana, Ark. (St. L., I. M. and S.).	145070 * 145002 (part) 145026	7.05 68.28 414.28
St. Louis and Union, Mo.	7	60.10	St. Louis Union, Mo. (St. Lon., K. C. and Colo.).	145063	60.10
St. Paul, Minn., and Aberdeen, S. Dak.	10	298.32	St. Paul, Minneapolis, Minn. (C., M. and St. P.). Minneapolis, Cologne, Minn. (C., M. and St. P.). Cologne, Minn., Aberdeen, S. D. (C., M. and St. P.).	141013 (part) 141037 * 141013 (part)	(?) 32.65 256.34
St. Paul, Minn., and Decorah, Iowa.	10	181.68	St. Paul, Minn., Calmar, Iowa (C., M. and St. P.). Calmar, Conover, Iowa (C., M. and St. P.). Conover, Decorah, Iowa (C., M. and St. P.).	* 141009 (part) 141009 (part) 143026	169 (?) 9.23
St. Paul, Minn., and Des Moines, Iowa.	10	310.41	St. Paul, Minn., Angus, Iowa (Minn. and St. L.). Angus, Des Moines, Iowa (C., R. I. and P.).	141021 143031 (part)	272.10 (?)
St. Paul, Minn., and Elroy, Wis.	10	197.08	St. Paul, Minn., Elroy, Wis. (C., St. P., M. and O.).	139030 (part)	195.65
St. Paul, Minn., and Helena, Mont.	10	1,129.52	St. Paul, Minn., Helena, Mont. (Nor. Pac.).	* 141001 (part)	1127.84
St. Paul, Minn., and Mason City, Iowa.	10	141.16	St. Paul, Austin, Minn. (C., M. and St. P.). Austin, Minn., Mason City, Iowa (C., M. and St. P.).	141009 (part) 141012	(?) (?)
St. Paul, Minn., and Minot, N. Dak.	10	531.83	St. Paul, Minneapolis, Minn. (St. P., M. and M.). Minneapolis, St. Cloud, Minn. (Grt. Northern). St. Cloud, Crookston, Minn. (St. P., M. and M.). Crookston, Minn., Devils Lake, N. Dak. (St. P., M. and M.). Devils Lake, Minot, N. Dak. (St. P., M. and M.).	141006 (part) 141070 * 141004 (part) 141039 * 161010 (part)	(?) 67.17 224.97 114.55 117.57
St. Paul, Minn., and Watertown, S. D.	10	236.23	St. Paul, Minneapolis, Minn. (Minn. and St. L.).	141021 (part)	(?)

¹ In reserve.² Balance of route covered by closed-pouch service between St. Louis and Oak Hill Junction (n. o.), Mo. (7.05 miles). St. Louis, Mo., and Columbus, Ky., R. P. O. runs over this route to Bismarck, Mo. (68.30 miles).³ Distance (10 miles) covered by Chicago, Ill., and Minneapolis, Minn., R. P. O.⁴ Night line.⁵ 2 helpers between St. Paul and Appleton, Minn., on trains 2 and 3, 1 being detailed from Benson, Minn., and Huron, S. Dak., R. P. O.⁶ Day line.⁷ Balance of route covered by Hastings and Cologne, Minn., R. P. O. (56.51 miles). Aberdeen and Eureka, S. Dak., R. P. O. (41.60 miles), and by Roscoe and Bawdle, S. Dak., closed-pouch service (15.29 miles). See Table C⁷.⁸ Balance of route (43.21 miles) covered by McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.⁹ 2 helpers between St. Paul and Austin, Minn., on trains 2 and 3.¹⁰ R. P. O. doubles back from Calmar to Conover, distance (3 miles).¹¹ 1 helper between Des Moines and Humboldt, Iowa, and 1 between Chaska and Albert Lea, Minn.¹² Distance (38.00 miles) covered by Ruthven and Des Moines R. P. O.¹³ Short run. St. Paul to Albert Lea, Minn. (121.33 miles).¹⁴ 1 helper between Elroy and Augusta, Wis.¹⁵ Balance of route (128.50 miles) covered by Helena, Mont., and Spokane, Wash., R. P. O.¹⁶ East division, St. Paul, Minn., to Jamestown, N. Dak. (344.40 miles).

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from division sched- ules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).					Length.	Width.			
Lbs.								Ft.	In.			
20,015	July 1, 1891	51 22	52 22.50				1	55 0	9 8			
27,682	do	55 28.91	56 28.85				1	49 4	9 4			
1,456	do											
277	do	7 22.56	2 21.24	6	37,743	120.20	1	7 0	9 8	1	1	1
46,754	do	3 23.80	2 23.80	7	218,370	149.16	1	26 1	9 4	4	4	9
6,883	do	1 24.80	4 25.87	6	187,345	149.16	1	43 8	9 1 1/2			
4,183	do						1	22 1	9 3	4	1	
4,272	do	2 24.66	3 23.58	0	114,095	121.12	1	25 0	9 3			
4,272	do	203 24.66	202				1	23 6	9 3	3	1	5
1,456	do							24 0	9 3			
3,195	do	2 23.04	1 24.42	6	194,937	155.20	2	34 9	9 7	4	1	118
1,892	do	208 28.50	207 25.33	18 7	88,740	121.23	1	15 6	10 3			
6,429	do	6 28.80	5 26.66				1	24 6	9 7	2	1	
							1	20 9	9 7			
13,146	do	4 29.26	3 29.26	7	144,263	98.54	1	24 2	8 9 1/2	4	1	145
							1	24 0	9 2 1/2			
							1	21 11	9 4			
		1 27.26	2 29.07	7	16 252,101	137.76	4	50 2	9 2	5	2	144
					19 293,561	160.41	5	50 0 1/2	9 0	5	1	
					21 283,320	154.82	18			5	1	
		3 28.68	4 25.05	7	22 330,336	150.44	25	30 5	9 2	6	2	
4,272	do	4 26.16	1 28.50	6	88,648	141.16	1	30 5	9 0			
1,760	do	104	101				1	20 3	9 2	2	1	2
							1	19 10	8 10			
7,272	do	3 30	4 30	7	389,300	177.27	27	49 5	9 4	6	2	13
8,672	May 26, 1890	3 25.85	4 25				1	46 6	8 11			
6,416	July 1, 1891	3 25.85	4 27.35				1	39 6	8 9			
5,013	do											
2,441	July 1, 1890											
3,195	July 1, 1891	14 22.56	13 23.53	6	148,352	118.11	2	20 2	0 4	4	1	4

¹⁷ One line of 50-foot cars authorized between St. Paul, Minn., and Forsyth, Mont., running on trains 1 and 2. (These cars run through to Helena, Mont.)

¹⁸ One detailed as chief clerk at St. Paul, Minn., and 1 at Helena, Mont.; 2 as assistant chief clerks at St. Paul, Minn.; 3 detailed to duty in the office of superintendent at St. Paul, Minn.; 2 detailed to duty as transfer clerks at St. Paul, and 1 at Minneapolis, Minn., and 2 helpers between St. Paul, Minn., and Fargo, N. Dak., on trains 3, 4, and 8.

¹⁹ Middle division, Jamestown, N. Dak., to Miles City, Mont. (401.04 miles).

²⁰ One in reserve.

²¹ West division, Miles City to Helena, Mont. (387.05 miles).

²² Short run, St. Paul, Minn., to Mandan, N. Dak. (451.32 miles).

²³ Two in reserve.

²⁴ Distance (100.61 miles) covered by St. Paul, Minn., and Decorah, Iowa, R. P. O.

²⁵ Distance (40.55 miles) covered by Austin, Minn., and Ottumwa, Iowa, R. P. O.

²⁶ Distance (10.68 miles) covered by Boundary Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.

²⁷ One line of 40-foot cars authorized between St. Paul, Minn., and Devils Lake, N. Dak. (These cars run through to Minot, N. Dak.)

²⁸ 1 clerk detailed to transfer duty at St. Paul, Minn.

²⁹ Balance of route (89.88 miles) covered by St. Vincent and Crookston, Minn., R. P. O.

³⁰ Balance of route (550.24 miles) covered by Minot, N. Dak., and Butte City, Mont., R. P. O.

³¹ Distance (10.70 miles) covered by St. Paul, Minn., and Des Moines, Iowa, R. P. O.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
St. Paul, Minn., and Watertown, S. D.—Continued.	10	236.23	Minneapolis, Brick Cooley, Minn. (Minn. and St. L.).	141038	102.02
			Brick Cooley, Minn., Watertown, S. Dak. (Wis., Minn. and Pac.).	141053	123.39
St. Vincent and Crookston, Minn.	10	90.03	St. Vincent, Crookston, Minn. (St. P., M. and M.).	¹ 141004 (part)	89.88
Salamanca, N. Y., and Leavittsburg, Ohio.	21	175.78	Salamanca, N. Y., Pymatuning, Pa. (N. Y., L. E. and W.)	131034 (part)	136.50
			Pymatuning, Pa., Leavittsburg, Ohio (N. Y., L. E. and W.).	131005 (part)	22.08
Salamanca, N. Y., Oil City, Pa.	2	97.69	Salamanca, N. Y., Warren, Pa. (W. N. Y. and P.).	110164 (part)	42.09
			Warren, Pa., Irvine, Pa. (Penna.)	110022 (part)	(⁶)
			Irvine, Pa., Oil City, Pa. (W. N. Y. and P.).	110025 (part)	\$49.53
Salida and Ouray, Colo. ¹	7	173.44	Salida, Montrose, Colo. (Den. and Rio Grande).	¹¹ 165012 (part)	¹³ 137.94
			Montrose, Ouray, Colo. (Den. and Rio Grande).	165037 (part)	36.50
Salida and Silverton, Colo.	7	331.40	Salida, Mears (n. o.), Colo. (Den. and Rio Grande).	165012 (part)	(¹⁴)
			Mears (n. o.), Alamosa, Colo. (Den. and Rio Grande).	165015 (part)	75.01
			Alamosa, Antonito, Colo. (Den. and Rio Grande).	165004 (part)	¹⁶ 28.70
			Antonito, Silverton, Colo. (Den. and Rio Grande).	167002 (part)	217.03
Salina and McPherson, Kans.	7	36.60	Salina, McPherson, Kans. (Sal. and So. West.).	155028 (part)	36.60
Salina and Oakley, Kans.	7	226.15	Salina, Zurich, Kans. (Sal., Lin. and West.).	155057 (part)	111.63
			Zurich, Colby, Kans. (U. P., Linc. and Colo.).	155098 (part)	93.51
			Colby, Oakley, Kans. (Oak. and Colby).	155085 (part)	22.05
Salisbury, N. C., and Knoxville, Tenn.	3	273.73	Salisbury, N. C., Kinzel (n. o.), Tenn. (Rich. and Dan.).	118006 (part)	185.48
			Kinzel (n. o.), Morristown, Tenn. (E. T., V. and G.).	127009 (part)	43.50
			Morristown, Knoxville, Tenn. (E. T., V. and G.).	127002 (part)	(¹⁸)
Salisbury and Norwood, N. C.	3	41.63	Salisbury, Norwood, N. C. (Rich. and Dan.).	118046 (part)	40.79
Salt Lake City and Juab, Utah.	8	103.20	Salt Lake City, Juab, Utah (O., S. L. and Un. Rwy.).	169001 (part)	¹⁹ 102.20
San Antonio and Kerrville, Tex.	11	71.26	San Antonio, Kerrville, Tex. (S. A. & A. P.).	150056 (part)	71.26
San Bernardino and Orange, Cal.	8	47.30	San Bernardino, East Riverside, Cal. (So. Cal. Rwy.).	176074 (part)	(²⁰)
			East Riverside, Riverside, Cal. (So. Cal. Rwy.).	176033 (part)	3.80
			Riverside, Orange, Cal. (So. Cal. Rwy.).	176055 (part)	37.65

¹ Balance of route (224.92 miles) covered by St. Paul, Minn., and Minot, N. Dak., R. P. O.² Clerk runs between Crookston and Hallock, Minn. (71.43 miles) and supplies the part between Hallock and St. Vincent, Minn. (18.60 miles) by closed pouches.³ 28.00 miles Pymatuning and Leavittsburg, Ohio, covered by closed pouch service. (See Table CC.)⁴ 224.04 miles covered by lines in 5th div. R. M. S.⁵ Cars and clerks shown on route 131034.⁶ 66.40 miles covered by Cleve, Youngs and Pitts. R. P. O. (5th div.)⁷ 5.90 miles covered by Williamsport and Erie.⁸ Cars and clerks shown on route 110164.⁹ 45.14 miles covered by Buffalo and Pittsburgh R. P. O.¹⁰ In reserve.¹¹ Reported last year as Salida and Grand Junction (Colo.) R. P. O., which line was curtailed to Montrose, and extended over route 165037 to end at Ouray, Colo., June 12, 1892.¹² Salida and Ouray (Colo.) R. P. O. also runs over 11.14 miles of this route, between Salida and Mears (n. o.) Colo.¹³ Balance of route 165012 Montrose to Grand Junction, Colo. (72.50 miles) covered by closed-pouch service. (See Table Cc.)¹⁴ Based on service as follows: Between Salida and Grand Junction, Colo. (209.44 miles), July 1, 1891, to June 1, 1892, inclusive, 247 days; and between Salida and Ouray, Colo., June 12 to 30, 1892, inclusive, 10 days.¹⁵ 11.14 miles distance on route 165012 covered by Salida and Ouray (Colo.) R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjust- ment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apart- ts.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
1,553	July 1, 1891	14	.....	13	.....								
1,033	do	14	22	13	23									
6,416	do	24	12.90	23	12.00	6	244,858	142.86	1	17 5	8 83	1	1	1
									1	16 0	8 9			
		3	27.34	12	27.70	7	128,671	117.18	1	24 6	8 9	3	2	6
									2	24 6	9 6			
5,440	July 1, 1889	3	.....	12	.....	7			(4)			(4)		
350	do	31	26.30	30	24.51	6	61,349	97.67	1	18 0	8 9	2	1	2
									1	14 0	8 6			
2,948	do	31	18.94	30	21.17	6			(7)			(7)	1	
1,457	do	31	26.78	30	26.08	6			(7)			(7)		
2,365	May 1, 1891	5	18.75	6	17.95	7	151,942	115.63	1	14 0	8 6			
									2	29 8	7 0	3	1	3
									1	25 9	7 5			
666	July 1, 1890													
2,244	May 1, 1891	405	19.02	406	19.02	107	18 228,212	132.56	2	25 9	7 5	5	1	5
									1	25 9	7 6			
2,262	do													
479	do													
941	July 1, 1880													
259	do	73	15.12	74	14.64	6	22,985	73.20	1	13 43	6 94	1	1	1
708	do	83	13.13	84	10.38	6	142,022	150.77	2	11 8	6 9	3	1	3
									1	11 83	7 23			
558	do	83	16.91	84	19.30									
396	do	83	17.36	84	18.55									
2,509	July 1, 1892	11	23.42	12	24.19	7	200,370	136.86	1	20 3	8 7	4	1	5
									1	19 10	8 9			
1,382	do	45	26.24	44	27.66									
254	do	49	13.66	48	13.66	6	26,144	83.26	1	17 0	8 6	1	1	1
1,548	July 1, 1890	1	20.85	4	21.84	7	75,542	103.20	1	20 0	9 0	2	1	2
841	do	6	20.36	1	21.40	6	44,751	142.52	1	22 2	9 2	1	1	1
		3	26.45	4	25.95	7	34,624	94.00	1	15 8	9 4	1	1	1
1,398	July 1, 1890													
2,273	do													

¹⁵ Based on services as follows: 7 times a week between Salida and Silverton, Colo., from July 1 to Oct. 17, 1891, inclusive (103 days); 7 times per week between Salida and Alamosa, (85.91 miles), from Oct. 18, 1891, to April 30, 1892, inclusive (196 days) and 6 times per week between Alamosa and Silverton (245.10 miles) for same period (168 days); 7 times per week between Salida and Durango (286.15 miles) May 1 to June 11, 1892, inclusive (42 days), and 6 times per week, Durango to Silverton (45.92 miles), for same period (36 days); 7 times per week between Salida and Silverton from June 12 to 30, 1892, inclusive (19 days.)

¹⁶ 24.18 miles of route 165004 between Fort Garland and Alamosa, Colo., covered by Pueblo

and Creede (Colo.) R. P. O., and 91.07 miles of same route, between Antonito, Colo., and Espanola, N. Mex., covered by the Antonito, Colo., and Santa Fe, N. Mex. R. P. O.

¹⁷ 1 helper.

¹⁸ 41.80 miles covered by the Bristol and Chattanooga R. P. O.

¹⁹ 136.90 miles, Juab to Frisco, Utah, closed-pouch service. (See Table C.)

²⁰ 81 miles route 176074 covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.; 25.33 miles covered by San Bernardino and San Jacinto R. P. O. Balance of route (26.65 miles), Parris to Temecula Station, closed-pouch service. (See Table C.) Balance of route 176055 (51.85 miles) covered by Los Angeles and National City R. P. O.

TABLE A*.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
San Bernardino and San Jacinto, Cal. ¹	8	45.49	San Bernardino, Perris, Cal. (So. Cal. Rwy.).	176074 (part)	125.33
Sandusky, Ohio, and Peoria, Ill.	5	417.52	Perris, San Jacinto, Cal. (So. Cal. Rwy.) .. Sandusky, Ohio, Peoria, Ill. (Lake Erie and West.).	176059 131020	20.16 417.21
Sandusky and Springfield, Ohio	5	130.97	Sandusky, Springfield, Ohio (Cleve., Cin., Chic. and St. L.).	131012	130.20
Sandusky, Ohio, Wheeling, W. Va., and Pittsburg, Pa.	5	296.47	Sandusky, Newark, Ohio (Balt. and Ohio). Newark, Bellaire, Ohio (Balt. and Ohio) .. Bellaire, Ohio, Benwood, W. Va. (Balt. and Ohio) Benwood Junction (n. o.), Wheeling, W. Va. (Balt. and Ohio). Wheeling, W. Va., Pittsburg, Pa. (Balt. and Ohio).	121010 131001 (part) 113003 (part) 116015 (part)	116.54 (?) (?) (?)
Sanford and St. Petersburg, Fla.	4	153.28	Sanford, St. Petersburg, Fla. (Orange Belt R. R.).	123029	153.28
San Francisco and Los Angeles, Cal.	8	485.41	San Francisco, Port Costa, Cal. (Cent. Pac. R. R.). Port Costa, Lathrop, Cal. (So. Pac. R. R.). Lathrop, Goshen, Cal. (So. Pac. R. R.)... Goshen, Los Angeles, Cal. (So. Pac. R. R.).	176001 (part) 176032 176010 176014	(14) 63.58 146.76 242.40
San Francisco and Pacific Grove, Cal.	8	130	San Francisco, Castroville, Cal. (So. Pacific R. R.). Castroville, Pacific Grove, Cal. (Mont. R. R.).	1176002 (part) 176030	..... 19.65
San Francisco and Santa Cruz, Cal.	8	31.89	San Francisco, Santa Cruz, Cal. (S. P. Coast Rwy.).	176031	31.64
San Francisco and Santa Margarita, Cal.	8	237.81	San Francisco, Soledad, Cal. (So. Pac. R. R.). Soledad, Santa Margarita, Cal. (So. Pac. R. R.).	176002 176050	142.98 92.83
Savannah and Americus, Ga. . .	4	199.50	Savannah, Mclirim, Ga., (Cent. R. R.).... Mclirim, Lyons, Ga. (Cent. R. R.).....	121010 121006	(15) 57.77
Sault de Ste. Marie, Mich., and Minneapolis, Minn.	10	494.81	Lyons, Americus, Ga. (S. A. and M. R. R.). Boundary Line (n. o.), Mich., Minneapolis, Minn. (Mt. St. P. & S. Ste. M.).	1121050 (part) 139059	128.08 494.82
Scottsville, Ky., and Gallatin, Tenn.	5	35.87	Scottsville Ky., Gallatin, Tenn. (Ches. and Nash.).	127027	35.87
Seranton and Northumberland, Pa.	2	80.48	Seranton, Pa., Northumberland, Pa. (D., L. and W.).	110017	80.48
Scribner and Oakdale, Nebr. . . .	6	115.73	Scribner, Oakdale, Nebr. (Free Elk and Mo. Valley).	157041	115.30
Seaford, Del., and Cambridge, Md.	2	33.64	Seaford, Del., Cambridge, Md. (C. and S.).	113008	33.64
Seattle, Wash., and Portland, Oregon. ¹⁹	8	201.77	Seattle, Stuck, Wash. (N. P. and P. S. S. R. R.).	171012	23.94

¹ 81 miles route 176074 covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. Balance of route (26.65 miles), Perris to Temecula Station, closed-pouch service. (See Table C.) Service extended, Perris to San Jacinto, Cal., January 7, 1892.

² 4 clerks and 1 helper on east division, Sandusky, Ohio, and LaFayette, Ind., distance 262.12 miles on trains 1 and 4, helper running Monday, Thursday, Friday, and Saturday between Sandusky and Celina, Ohio, distance 120.07 miles; 3 clerks on west division, Tipton, Ind., Peoria, Ill., on trains 3 and 2, distance 207.71 miles.

³ 5 cars in reserve.

⁴ In reserve.

⁵ 4 helpers running over whole line.

⁶ Covered by Grafton and Chicago R. P. O. (103.83 miles).

⁷ Covered by Grafton and Chicago R. P. O. (1.83 miles).

⁸ Covered by Grafton and Wheeling R. P. O. (third division), 4.94 miles.

⁹ Covered by Pittsburg and Wheeling R. P. O. (second division), 70.56 miles.

¹⁰ Reserve cars trains 19 and 20; 1 reserve car trains 17 and 18; 40-foot cars authorized on trains 19 and 20; double daily service, 6 clerks trains 17 and 18, 12 clerks trains 19 and 20; 1 clerk helper San Francisco trains 17 and 18; route 176001 covered by Ogden, Utah, and San Francisco, Cal., R. P. O.; balance of route

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from division sched- ules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
3,166	July 1, 1890	13	22.74	18	24.85	6	28,568	90.98	1	14 2	6 10	1	1	1
154	do													
1,112	July 1, 1892	1	23.34	4	24.16	6	262,203	133.09	19	20 0	6 9	7	1	8
			3 24.42		2 25.89	6			1	18 4	9 2			
1,374	do	27	23.92	12	28.92	6	249	130.97	1	24 0	9 4	2	1	2
									1	11 6	7 9			
									41	22 6	9 1			
19,588	do	4	23.97	3	23.97	7	217,016	148.23	2	25 3	8 10	4	2	8
19,517	do	104	23.97	103	23.97	7								
34,770	July 1, 1889	104	23.97	103	23.97	7								
4,471	do	104	23.97	103	23.97	7								
1,107	do	104	23.97	103	23.97	7								
792	July 1, 1892	71	19.40	66	20	6	96,247	102.18	3	13 6	7 6	3	1	3
32,875	July 1, 1890	19	21.26	20	20.81	7	710,640	161.80	4	55 0	9 53	6	2	19
									1	40 0	9 53			
9,503	do	17	21.99	18	21.74	7			4	25 0	9 53	6	1	
9,186	do													
4,737	do													
3,130	do	15	32.67	12	32.67	6	81,640	130	1	26 2	9 0	2	1	2
305	do													
1,234	do	7	20.41	8	20.41	0	51,427	163.78	1	12 0	8 0	1	1	1
3,130	do	7	28.96	24	27	7	174,077	118.90	123	22 0	9 0	4	1	4
1,093	do													
3,579	July 1, 1892	17	14.44	18	14.44	7	146,360	133	144	14 0	7 0	3	1	3
463	do	17	20.90	18	21.20	7			1	25 0	9 0			
420	do													
1,741	July 1, 1891	3	25.62	4	27.24	7	185,437	133.49	2	22 0	9 3	4	1	7
			87 20.28		86 20.65	6	143,071	151.88	2	20 0	9 3	3	1	
			85 20.28		84									
203	July 1, 1892	1	10.24	2	10.24	6	22,526	71.74	1	11 3	6 6	1	1	1
2,389	July 1, 1889	7	23.76	8	24.48	6	50,541	107.30	1	20 0	5 8	3	1	3
			8 22.85		2 24.61	6	50,541		1	20 0	5 8			
									151	20 0	5 8			
324	July 1, 1890	11	24.36	12	24.36	6	72,678	115.73	1	22 0	9 3	2	1	2
416	July 1, 1889	585	19.78	592	17.50	6	21,126	67.28	1	10 0	6 0	1	1	1
7,247	July 1, 1890	73	19.40	18	23.52	7	147,696	134.51	2	30 6	9 2	3	1	3

176014 covered by El Paso, Tex., and Los Angeles, Cal., R. P. O. (249.36 miles).

11 Route 176002 covered by San Francisco and Santa Margarita R. P. O.

12 1 reserve car.

13 16 miles in Macon and Savannah R. P. O.

14 2 reserve cars.

15 Remainder of route (47 miles) in Americus and Louvale R. P. O.

16 East division, Sault de Ste. Marie, Mich., to Pennington, Wis. (266.99 miles).

17 West division, Pennington, Wis., to Minneapolis, Minn. (227.82 miles).

18 In reserve.

19 1 clerk, short run, Seattle to Tacoma. 27.30 miles

of route 171005, So. Prairie to Tacoma, covered by Spokane, Wash., and Portland, Oregon, R. P. O. Balance of route (8.60 miles), So. Prairie to Carbonado, closed-pouch service. (See Table C.) Route 171001 covered by Spokane, Wash., and Portland, Oregon, R. P. O. Balance of route 171029 (28.70 miles) covered by Tacoma and Ocoosa R. P. O. Train No. 18, inward, runs over entire route 171,001. Service between Centralia and Gate City, outward, performed by train No. 2, Spokane, Wash., and Portland, Oregon, R. P. O. Route 171032 extended to Gate City (18.56 miles), Oct. 12, 1891.

TABLE A—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i>).	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of routes.	Miles of route for which railroad is paid.
Seattle, Wash., and Portland, Oregon—Continued.	8	<i>Miles.</i> 201.77	Stuck, Puyallup Jct. (n.o.) (N.P. and P.S. S. R. R.). Puyallup Jct. (n.o.), Tacoma, Wash. (N. P. R. R.). Tacoma, Lake View, Wash. (N. P. R. R.). Lake View, Gate City, Wash. (N. P. R. R.). Gate City, Centralia, Wash. (N. P. R. R.). Centralia, Wash., Portland, Oregon (N. P. R. R.). Sedalia, Mo., Denison, Tex. (Mo., Kans. and Tex.).	171013 171005 171001 171032 171029 171001 145011	7.44 13.59 435.70
Sedalia, Mo., and Denison, Tex. ¹	7	435.70	Sedalia, Independence, Mo. (Mo. Pac.)...	*145033	89.33
Sedalia and Kansas City, Mo. ¹	7	98.83	Independence, Kansas City, Mo. (Mo. Pac.).	145001 (part)	(²)
Sedalia and Warsaw, Mo.	7	43.13	Sedalia, Warsaw, Mo. (Mo. Pac.)	145042	43.13
Seivern and Allendale, S. C.	4	55	Seivern, Blackville, S. C. (Car. Mid. R. R.) Blackville, Barnwell, S. C. (Car. Mid. R. R.) Barnwell, Allendale, S. C. (Car. Mid. R. R.)	120026 120019 120040	29.09 9.64 17.12
Selma and Akron, Ala.	4	67.69	Selma, Ala., Akron, Ala. (E. Tenn., Va. and Ga.).	124006	67.69
Selma, Ala., Meridian, Miss.	4	110.76	Selma, Ala., Meridian, Miss.	124009	110.76
Selma and Mobile, Ala.	4	163.22	Selma, Mobile, Ala. (E. T., V., G. R. R.)...	124034	163.22
Selma and Pine Apple, Ala.	4	46.40	Selma, Pine Apple, Ala. (Louis and Nash. R. R.).	124017	46.40
Shabbona and Sterling, Ill.	6	47.97	Shabbona, Sterling, Ill. (Chi., Burl. and Qcy.).	135014	47.85
Sheboygan and Princeton, Wis.	10	79.22	Sheboygan, Princeton, Wis. (C. and No. West.).	139019	79.22
Sheffield and Jasper, Ala.	4	87.70	Sheffield, Jasper, Ala.	124011	87.70
Shreveport, La., and Houston, Tex.	11	234.42	Shreveport, Logansport, La. (H. and S.)..	149016	41.72
Sidell and Olney, Ills.	6	86.31	Logansport, La., Houston, Tex. (H. E. and W. T.).	150023	192.70
Sioux City and Council Bluffs, Iowa.	6	98.76	Sidell, Olney, Ill. (Chi. and Ohio River) ..	135006	85.78
Sioux City, Iowa, and Norfolk, Nebr.	6	76.09	Sioux City, Missouri Valley, Iowa (S. C. and Pac.).	143025	76.33
Sioux City, Iowa, and Omaha, Nebr.	6	123.96	Missouri Valley, U. P. Transfer (n. o.), Iowa (Chi. and No. West.).	135003 (part)	(³)
Sioux Falls, S. Dak. and Onawa, Iowa.	6	159.03	Sioux City, Iowa, Emerson, Nebr. (Chi., St. P., M. and Om.).	157003 (part)	(³)
Sioux City, Iowa, and O'Neill, Nebr.	6	129	Emerson, Norfolk, Nebr. (Chi., St. P., M. and Om.).	157021	47.13
Skowhegan and Portland, Me.	1	103	Sioux City, Iowa, Omaha, Nebr. (Chi., St. P., M. and Om.).	157003	123.72
Slatington and Reading, Pa.	2	43.63	Sioux Falls, S. Dak., Cherokee, Iowa (Cherokee and Dak.).	143100	97.32
Smithville, Ga., and Columbia, Ala.	4	86.79	Cherokee, Onawa, Iowa (Cherokee and Dak.).	143099	61.29
Sodus Point and Stanley, N. Y.	2	33.83	Sioux City, Iowa, O'Neill, Nebr. (Nebr. and West.).	157062	129.53
			Skowhegan, Portland, Me. (Mo. Cent.) ..	101005	102.02
			Slatington, Pa., Reading Pa. (P. and R.)...	110089	44.11
			Smithville, Albany, Ga. (Cent. R. R.)....	121039	24.12
			Albany, Ga., Columbia, S. C. (Cent. R. R.)	121040	63.63
			Sodus Point, N. Y., Stanley, N. Y. (Nor. Cent.).	107090	33.89

¹ Double daily service.² Authorized one 50-foot and one 40-foot line.³ One clerk detailed as chief clerk, Ft. Scott, Kans. One clerk detailed as assistant chief clerk, Ft. Scott, Kans. Two clerks detailed to transfer duty, Sedalia, Mo. Four helpers between Sedalia, Mo., and Choteau, Ind. T., south on

train 3 and returning on 2.

⁴ In reserve.⁵ Versailles and Lexington, Mo., R. P. O. also runs over 2.13 miles of route 145033, between Lexington and Myrick Station (n.o.) Mo.⁶ Clerks alternate, each one performing service,

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedule).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crew.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs. 7,324	July 1, 1890	11	24.93	6	24.93	7	31,754	86.76	1	<i>24</i> 6	<i>9</i> 2	1	1	
4,902	do													
934	Oct. 12, 1891													
1,166	May 18, 1891													
8,190	July 1, 1890													
15,428	July 1, 1891	1 22.63 3 23.14		2 22.06 4 24.55		7	318,932	145.23	5	50 9	9 2	6	2	38
985	do	191 22.70 193 22.82		192 25.27 194 20.46		7	72,344	131.77	4	50 9	9 2	6	2	
65,816	do					7	72,344		1	10 9	7 4	3	1	3
421	do									19 9	7 3			
140	July 1, 1892	199 14.38		200 14.37		6	27,086	86.28	1	10 10	5 10	1	1	4
273	do	2 13.75		1 13.75		6	34,540	110	1	9 5	8 5	1	1	1
472	do	87 14.63		86 15.23		7	45,889	125.38	1	10 5	6 9	1	1	1
719	do	47 18.33		48 25.58		6	69,551	110.76	1	45 0	9 0	2	1	2
579	do	65 10.20		66 10.20		7	119,476	163.22	2	12 0	8 9	2	1	2
488	do	49 14.19		50 14.07		6	29,139	92.80	1	19 7	9 0	2	1	2
466	July 1, 1891	9 23.98		10 23.78		6	30,125	95.94	1	7 9	6 4	1	1	1
744	do	401 21.84		400 20.40		6	49,750	158.44	1	8 0	6 4	1	1	1
326	July 1, 1892	1 24.19		2 23.51		6	55,075	175.40	1	14 3	7 7	1	1	1
650	July 1, 1890	2 16.74		1 17.36		9	171,595	117.21	1	15 0	8 10	1	1	1
667	do								1	14 0	7 0	4	1	4
258	July 1, 1891	25 10.46		26 9.68		6	54,202	86.31	1	13 0	7 6	2	1	2
10,563	do	2 29.30		1 29.30		7	72,292	98.76	2	13 6	7 4	2	1	2
18,250	do	11 24.87		10 22.80					1	8 6	6 6	2	1	2
1,831	July 1, 1890	11)		12)					1	17 9	9 3	2	1	2
1,480	do	11)	22.82	12)	25.36	6	47,784	152.18	1	20 11	9 4	1	1	1
1,831	do	1 26.56		2 27.05		6	77,840	123.96	2	22 2	9 4	2	1	3
839	July 1, 1891	71 28.30		72 28.30		6	99,870	106.02	1	22 1	9 1	3	1	3
443	do	74 22.07		73 25.12					1	15 0	7 2			
522	June 3, 1891	51 25.80		52 25.80		6	81,012	129	1	10 0	9 3	2	1	2
2,250	July 1, 1890	12 26.63		13 26.63		6	64,864	103	1	40 4	9 0	2	1	2
2,250	do	2 22.05		7 21.50		6	27,400	87.26	1	40 1	8 11			
4,527	July 1, 1892	13 16.17		14 15.58		6	54,604	173.58	1	8 0	6 8	1	1	1
434	do								1	16 0	9 0	1	1	1
210	July 1, 1890	106 23.57		115 15.41		6	21,245	67.66	1	8 0	6 0	1	1	1

in his turn, on the different trains.
⁷ 10.50 miles distance on route 145001 covered by St. Louis and Kansas City, Mo., R. P. O.
⁸ Distance (21.40) miles covered by Cedar Rapids and Councils Bluffs, Iowa, R. P. O.

⁹ Distance (29 miles) covered by Sioux City, Iowa, and Omaha, Nebr., R. P. O.
¹⁰ One helper between Sioux City, Iowa, and Blair, Nebr.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Solomon City and Beloit, Kans.	7	57.75	Solomon City, Beloit, Kans. (Solomon)	155025	57.75
South Amboy, N. J., and Philadelphia, Pa.	2	62.92	South Amboy, N. J., Camden, N. J. (Penna.).	109005	61.20
South Londonderry and Brattleboro, Vt.	1	36.47	South Londonderry, Brattleboro, Vt. (Cent. Vt.).	103016	36.36
Sparta and Tullahoma, Tenn.	5	61.20	Sparta, Tullahoma, Tenn. (Nash., Chat. and St. L.).	127013	60.54
Sparta and Viroqua, Wis.	16	35.65	Sparta, Viroqua, Wis. (C., M. and St. P.).	139034	35.76
Spartanburg, S. C., and Augusta, Ga.	4	134.21	Spartanburg, S. C., and Greenwood, S. C. (Cent. R. R.).	120021	66.20
			Greenwood, S. C., Augusta, Ga. (Cent. R. R.).	121037	67.75
Spofford and Eagle Pass, Tex.	11	35.65	Spofford, Eagle Pass, Tex. (G., H. and S. A.).	150043	35.65
Spokane and Coulee City, Wash.	8	125.27	Spokane, Cheney, Wash. (M. P. R. R.)	*171009	.....
			Cheney, Coulee City, Wash. (N. P. R. R.).	171021	108.12
Spokane, Wash., and Juliaetta, Idaho.	8	123.70	Spokane, Marshall, Wash. (N. P. R. R.).	171009	(^c)
			Marshall, Pullman Jct. (n. o.), Wash. (N. P. R. R.).	171015	77.4
			Pullman Jct. (n. o.), Juliaetta, Idaho (Spok. and P. Rwy.).	*171008	38.10
Spokane, Wash., and Pendleton, Oregon.	8	255.71	Spokane, Rockford, Wash. (Wash. and Ida. Rwy.).	171022	28.58
			Rockford, Colfax, Wash. (O. S. L. and U. N. Rwy.).	171016	61.60
			Colfax, Dunsmuir, Wash. (O. S. L. and U. N. Rwy.).	*171006	36.25
			Dunsmuir, Riparia, Wash. (O. S. L. and U. N. Rwy.).	171019	24.60
			Riparia, Bolles Jct. (n. o.), Wash. (O. S. L. and U. N. Rwy.).	171010	31.50
			Bolles Jct. (n. o.), Walla Walla, Wash. (O. S. L. and U. N. Rwy.).	171008	24.20
			Walla Walla, Wash., Pendleton, Ore.	171017	48.18
Spokane, Wash., and Portland, Oregon. ^b	8	547.60	Spokane, Pasco, Wash. (N. P. R. R.).	171009	145.27
			Pasco, South Prairie, Wash. (N. P. R. R.).	171011	228.07
			South Prairie, Tacoma, Wash. (N. P. R. R.).	171005	27.80
			Tacoma, Wash., Portland, Oregon (N. P. R. R.).	171001	145.76
Springfield and Alton, Ill.	6	89.86	Springfield, Alton, Ill. (St. L., Alton and T. H.).	135083	89.80
Springfield and Chadwick, Mo.	7	36.85	Springfield (Sta. "A"), Chadwick, Mo. (St. Louis and San Fran.).	145053	36.85
Springfield, Mass., and Hartford, Conn.	1	32.29	Springfield, Mass., Hartford, Conn. (N. Y. and N. Eng.).	100016	32.20
Springfield, Ohio, and Indianapolis, Ind.	5	140.37	Springfield, Ohio, Indianapolis, Ind. (Cleve., Cin., Chic. and St. L.).	131057	139.40
Springfield and Mt. Vernon, Ill.	6	125.22	Springfield, Litchfield, Ill. (St. Louis and Chicago).	135093	45.07
			Litchfield, Drivers, Ill. (Jack. So. East)...	*135046	76.55
			Drivers, Mt. Vernon, Ill. (Louis. and Nash.).	135032	(¹⁰)
Springfield, Ohio, and Richmond, Ind.	5	77.56	Springfield, Xenia, Ohio (Pitts., Cin., Chic. and St. L.).	131027	19.88
			Xenia, Dayton, Ohio (Pitts., Cin., Chic. and St. L.).	131011	16.48
			Dayton, Ohio, Richmond, Ind. (Pitts., Cin., Chic. and St. L.).	131030	41.50

¹ Balance of route, Bon Air Coal Mine to Sparta (7.12 miles), covered by closed-pouch service. (See Table C^c.)

² 145.27 miles route 171009 covered by Spokane, Wash., and Portland, Oregon, R. P. O. 16.24 miles, Pasco to Wallula, closed-pouch service. (See Table C^c.) Balance of route (258.20 miles) covered by Helena, Mont., and Spokane, Wash., R. P. O. (See Table A^a, 10th div.).

³ Route 171008, new service established in effect

Nov. 9, 1891. Route 171009 (145.27 miles) covered by Spokane, Wash., and Portland, Oregon, R. P. O. 16.24 miles, Pasco to Wallula, closed-pouch service. (See Table C^c.) Balance of route, 258.20 miles, covered by Helena, Mont., and Spokane, Wash., R. P. O. 10th div.

⁴ Balance of route 171015 (27.27 miles) Pullman Junction (n. o.) to Genesee, Idaho, closed-pouch service. (See Table C^c.)

RAILWAY MAIL SERVICE—RAILWAY POST-OFFICES.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.
		Train No. outward.	Average speed (miles).					Length.	Width.		
Lbs.								Fl.	In.		
863 July 1, 1890		61 24.78	62 24.78	7	42,273	115.60	1	17 0	9 3	1	1
1,354 July 1, 1899		315 29.16	318 28.49	6	39,514	125.84	1	15 0	8 0	1	1
413 do do		339 28.33	306 24.69	6	39,514		1	15 0	8 0	1	1
657 July 1, 1892		114.89	214.89	6	22,903	72.94	1	10 0	5 6	1	1
545 July 1, 1891		182 14.24	181 15.13	6	38,484	122.40	1	12 0	9 0	1	1
688 July 1, 1892		503 22.91	502 21.72	6	22,376	71.30	1	13 9	7 1	1	1
210 do do		14 21.42	13 20.60	7	96,241	134.21	2	25 0	9 0	2	1
403 July 1, 1890											
5,707 do do		18 30.55	17 30.55	7	26,096	71.30	1	22 6	9 2	1	1
838 Mar. 30, 1891		11 24.94	12 23.40	6	78,678	125.27	1	23 6	8 10	2	1
5,707 July 1, 1890											
678 do do		9 18.35	10 20.55	7	90,548	123.70	1	23 5½	9 1½	2	1
996 Nov. 9, 1891		9 16.35	10 15.38								
1,558 July 1, 1890											
1,761 do do		6 21.70	5 21.24	7	187,180	127.8	2	19 6½	8 11	4	1
850 do do											
2,461 do do											
2,068 do do											
1,999 do do											
3,225 do do											
5,707 do do		1 22.61	2 23.81	7	400,843	156.45	6	30 6	9 2	7	1
4,437 do do											
4,902 do do											
8,190 do do											
522 July 1, 1891		1 21.24	4 22.01	6	56,432	89.86	1	16 7	7 7	2	1
317 do do		43 13.85	44 10.77	7	26,974	73.70	1	10 0	7 0	1	1
796 July 1, 1889		191 25.20	192 25.20	6	20,278	129.16	1	12 0	7 2	1	1
6,729 July 1, 1892		193 25.20	194 25.20	6	20,278		1	10 6	5 10	1	1
470 July 1, 1891		17 28.80	18 28.80	6	88,153	140.37	3	22 5	8 5	2	1
867 do do		35 26.29	34 25.54	6	78,638	125.22	1	20 0	8 8	2	1
9,979 do do		35 23.01	34 23.62				1	25 0	9 6		
1,445 July 1, 1892		35 19.60	34 14.70								
19,819 do do		11 25.95	6 25.95	6	48,708	155.12	1	19 0	9 10	1	1
18,295 do do		11 25.95	6 25.95	6							

* Balance of route 171006 (27.90 miles). Moscow, Idaho, to Colfax, Wash., and 53 miles, Dnnlor to Connell, closed-pouch service. (See Table C.) Balance of route 171008, Dayton to Bolles Junction (n. o.), closed-pouch service. (See Table C.)

* New service in effect Nov. 9, 1891.

* Reserve car, chief clerk, Portland, Oregon, 16.24 miles. Route 171009 closed-pouch service, Pasco to Wallula. (See Table C.) Balance of route (258.20 miles) covered by Helena, Mont., and Spokane, Wash., R. P. O. (See Ta-

ble A, 10th Div. *) Balance of route 171005 (miles) South Prairie to Carbondado, closed-pouch service. (See Table C.) Train runs over 171029 (part) and 17032, perform service outward bet. Centralia and Gate

* Car in reserve.

* Reserve.

* Balance of route (55.42 miles) covered by Pe Ell, and St. Louis, Mo., R. P. O.

* Distance (4.90 miles) covered by Nashville, Tenn., and St. Louis, Mo., R. P. O.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in italics.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Springfield and Wellston, Ohio.	5	118.61	Springfield, Wellston, Ohio (Ohio Southern).	131058	118.37
State Line and Rhinecliff, N. Y.	2	42.53	State Line, Rhinecliff, N. Y. (C. & N. E. and W.).	100018	42.48
Sterling and Rock Island, Ill.	6	52.43	Sterling, Barstow, Ill. (Chi., Burl. and Qcy.).	135084	40.79
			Barstow, Rock Island, Ill. (Chi., Burl. and Qcy.).	135005	(?)
Stevens Point and Portage, Wis.	10	73.62	Stevens Point, Portage, Wis. (Nor. Pac.).	139015	72.63
Stoneboro and New Castle, Pa.	2	35.29	Stoneboro, New Castle, Pa. (W. N. Y. and P.).	110096	35.33
Streator and Pekin, Ill.	6	65.06	Streator, Ancona, Ill. (Atch., Top. and S. Fé).	135098	(*)
			Ancona, Pekin, Ill. (Chi., S. Fe. and Calif.).	135051	58.42
Suffolk, Va., and Woodley, N. C.	3	38.40	Suffolk, Va., Woodley, N. C. (Suf. and Car.).	114030	38.40
Sunbury and Lewistown, Pa.	2	51.12	Sunbury, Selins Grove Junc., Pa. (Nor. Cent.).	113002	(*)
			Selins Grove Junc., Lewistown Junc., Pa. (Penna.).	110108	45
Sumas City and Seattle, Wash.	6	126.24	Sumas City, Woodinville, Wash. (S. L. S. and K. R. R.).	171020	102.20
			Woodinville, Seattle, Wash. (S. L. S. and K. R. R.).	171018	.....
Sumner and Hampton, Iowa	6	64.08	Sumner, Hampton, Iowa (Chi., St. P. and Ka. City).	143061	64.49
Suspension Bridge and Buffalo, N. Y.	2	24.35	Suspension Bridge, N. Y., Buffalo, N. Y. (Y. Y., C. and H. R.).	107016	24.98
Superior, Nebr., and Strong, Kans.	7	158.21	Superior, Nebr., Manchester, Kans. (Atch. Top. and Santa Fé).	(part) 155068	(17) 81.16
			Manchester, Kansa, Strong, Kans. (Atch. Top. and Santa Fé).	155077	77
Syracuse, Auburn, and Rochester, N. Y.	2	104.71	Syracuse, N. Y., Rochester, N. Y. (N. Y., C. and H. R.).	(part) 107012	(part) 104.09
Syracuse and Earlville, N. Y.	2	43.66	Syracuse, N. Y., Earlville, N. Y. (S. O. and N. Y.).	107071	44.52
Switz City, Ind., and Effingham, Ills.	6	90.58	Switz City, Ind., Effingham, Ills. (Ind. and Ills. So.).	135026	91.01
Tacoma and Ocoosa, Wash.	8	100.22	Tacoma, Lake View, Wash. (N. P. R. R.).	171001	(15)
			Lake View, Gate City, Wash. (N. P. R. R.).	(part) 171032	(part) 43.30
			Gate City, Montesano, Wash. (N. P. R. R.).	171029	28.70
			Cosmopolis Jct. (n. o.), Cosmopolis, Wash. (N. P. R. R.).	(part) 171066	(16) 1.63
			Montesano, Ocoosa, Wash. (N. P. R. R.).	171035	24.86
Talmage and Crete, Nebr.	6	58.43	Talmage Crete, Nebr. (Mo. Pacific).	157059	58.60
Tama and Hawarden, Iowa	6	243.34	Tama, Eagle Grove, Iowa (Chi. and No. West.).	143062	98.34
			Eagle Grove, Hawarden, Iowa (Chi. and No. West.).	(part) 143070	(part) 145.30

¹ 67.68 miles covered by Hartford and State Line R. P. O. (First Division).² Distance (11.60 miles) covered by Rock Island, Ill., and St. Louis, Mo., R. P. O.³ In reserve.⁴ Distance (6.10 miles) covered by Chicago, Ill., Fort Madison, Iowa, and Kansas City, Mo., R. P. O.⁵ 4.90 miles covered by Elmira and Baltimore R. P. O.⁶ Cars and clerks shown on route No. 113002.⁷ Service route 171020 extended, Sedro to Sumas City (59.59 miles), in effect April 9, 1892.⁸ Route 171018 covered by North Bend and Seattle R. P. O.⁹ These cars in reserve.¹⁰ Service consisting of registered mail only and is carried in baggage car.¹¹ Clerk accounted for on Rochester and Suspension Bridge R. P. O.¹² 4.75 miles Lewiston and Suspension Bridge, covered by clove-pouch service. (See Table C.)¹³ Service 7 times a week July 1, 1891, to April 23, 1892; 6 times per week, April 24, to June 30, 1892.¹⁴ 43.18 miles of route 155077 between Manchester

RAILWAY MAIL SERVICE—RAILWAY POST-OFFICES.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).		Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).			Length.	Width.	
<i>Lbs.</i>								<i>Ft. In.</i>	<i>Ft. In.</i>	
503	July 1, 1892	2 21.52	1 21.52	6	74,487	118.61	2	15 0	6 6	2
913	July 1, 1889	7 29.31	14 26.56	6	26,709	85.06	1	10 0	6 0	1
914	July 1, 1891	7 23.30	8 23.30	6	32,927	104.86	1	11 4½	6 1½	1
4,400	.....do.....	7 23.30	8 23.30							
795	.....do.....	16 11.34	15 12.01	6	46,233	147.24	1	17 8½	7 6½	1
323	July 1, 1889	45 24.70	48 23.32	6	22,162	70.58	1	14 7½	7 6½	1
1,918	July 1, 1891	13 17.43	14 17.43	6	40,857	130.12	1	15 0	8 0	1
869	.....do.....	13 24.81	14 25.73							
81	July 1, 1889	1 17.19	2 11.81	6	24,115	76.80	1	23 5	9 1	1
18,730	.....do.....	3 18.75	2 26	6	32,100	102.24	1	6 10	5 8	1
810	.....do.....	2 28.72	2 26.47	6			1	15 0	9 0	1
854	July 1, 1892	2 18.63	3 17.16	7	92,452	128.24	1	15 0	9 3	1
371	July 1, 1890						1			
485	July 1, 1891	85 13.73	12 16.02	6	40,242	128.16	1	17 5	7 0	2
							1	16 0	7 4	
12,047	July 1, 1889	208 26.05	215 26.05	6	15,292	97.40	1	11 10	6 9½	1
		4 23.66	127 22.05	6	15,292		1	11 1½	6 9	
584	July 1, 1890	308 21.82	307 24.90	16 6	112,646	158.21	1	13 5	7 7	1
556	.....do.....						1			
6,650	July 1, 1889	7 26.57	14 23.13	6	65,758	104.71	1	22 0	8 10	2
		37 32.02	6 23.52	6	65,758		1	26 3	9 1	
380	.....do.....	1 18.64	4 24.85	6	27,418	87.32	1	12 0	7 3	2
457	July 1, 1891	1 19.41	2 14.43	6	56,834	181.16	1	16 ½	7 2	2
8,190	July 1, 1890	3 19.84	2 19.84	7	73,361	100.22	1	20 8	8 10	2
984	Oct. 12, 1891						2	49 2	9 1	2
1,166	May 18, 1891						1	49 4	9 1	1
							1	21 10	8 10	1
							1	9 1	8 6	1
							1	15 9	5 10	1
172	July 1, 1890	381 14.61	382 14.92	7	42,770	116.86	1	24 6	9 2	2
1,445	July 1, 1891	7 22.99	8 22.46	6	152,817	121.07	1	16 4	6 10	1
2,022	.....do.....	7 22.99	8 22.46				2	24 0	9 2½	4

and Barnard, Kans., covered by Manchester and Barnard, Kans., R. P. O., and 12.47 miles, balance of same route between Strong and Bazaar, Kans., covered by closed pouch service. (See Table C, Strong and Bazaar R. R.)

¹² R. P. clerks run between Tacoma and Gate City, outward in Spokane, Wash., and Portland, Oregon, R. P. O. car, train 2. Inward between Gate City and Tacoma in Seattle, Wash., and Portland, Oregon, R. P. O. car, train 3. Route 171001, covered by Spokane, Wash., and Portland, Oregon, R. P. O. Route 171032 extended, Olympia to Gate City (18.56), Oct. 12, 1891. Bal-

ance of route 171029 (13.59 miles) to Seattle, Wash., and Portland, Oregon. Route 171035, Montezuma to So. Abert established May 2, 1892, and extended to June 27, 1892. Route 171036 established 27, 1892. Clerks double line between polis Jet, (n. o.) and Cosmopolis, running both ways.

¹⁴ Balance of route (56.32 miles) covered Crystal, Minn., and Eagle Grove, Io O.

¹⁷ Balance of route (126.19 miles) covered N. Dak., and Hawarden, Iowa, R. P. C

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Tamaroa and Chester, Ill.	7	43.10	Tamaroa, Chester, Ill. (Wab., Chester and West.)	135047	43.10
Taylor and Fayetteville, Tex. . .	11	83.26	Taylor, Fayetteville, Texas (M., K. and T.)	150056	83.26
Taylor's Falls and St. Paul, Minn.	10	50.49	Taylor's Falls, Wyoming, Minn. (St. P. and Dul.)	141033	20.78
Taylorville and Charlotte, N. C.	8	65.69	Wyoming, St. Paul, Minn. (St. P. and Dul.)	141007 (part)	(¹)
Temple and San Angelo, Tex. . .	11	240.45	Taylorville, Charlotte, N. C. (Rich. and Dan.)	118009	65.13
			Temple, San Angelo, Texas (G. C. and S. F.)	150049	238.09
Tennile and Dublin, Ga.	4	36	Coleman Junct. (n. o.), Coleman, Texas (G. C. and S. F.)	150051	6.18
Terre Haute, Ind., and Peoria, Ill.	6	176.90	Tennile, Wrightville (W. and T. R. R.)	121015	16.74
Terre Haute, Washington, and Evansville, Ind.	5	139.25	Wrightville and Tennile (D. and W. R. R.)	121049	30.09
			Terre Haute, Ind., Peoria, Ill. (T. H. and Peo.)	135048	174.38
Texarkana, Ark., and El Paso, Tex. ⁴	11	867.84	Terre Haute, Worthington, Ind. (Evans. and Ind.)	133030	40.91
			Worthington, Evansville, Ind. (Evans. and Ind.)	133026	98.10
			Texarkana, Ark., Marshall, Tex. (T. and P.)	⁵ 150010	.....
			Marshall, El Paso, Tex. (T. and P.)	⁵ 150009 (part)	793.23
Texarkana, Ark., and Fort Worth, Tex.	11	216.22	Texarkana, Ark., Mount Pleasant, Tex. (St. L. and S. W.)	⁵ 150025	.....
			Mount Pleasant, Commerce, Tex. (St. L. and S. W.)	¹⁰ 150060 (part)	54.90
			Commerce, Fort Worth, Tex. (St. L. and S. W.)	150067	98.82
Texarkana, Ark., and Gatesville, Tex.	11	305.60	Texarkana, Ark., Gatesville, Texas (St. L. and S. W.)	¹¹ 150025	305.60
Texarkana, Ark., and Laredo, Tex. ¹²	11	595.29	Texarkana, Ark., Marshall, Texas (T. and P.)	¹² 150010	14.61
			Marshall, Longview, Texas (T. and P.)	¹⁴ 150009 (part)	.....
			Longview, Palestine, Texas (I. and G. N.)	¹⁵ 150006 (part)	81.30
			Palestine, Laredo, Texas (I. and G. N.)	150007	415.78
Texarkana, Ark., and Whitesboro, Tex.	11	173.26	Texarkana, Ark., Whitesboro, Tex. (T. and P.)	150011	173.26
Thomaston and Long Island City, N. Y.	2	14.28	Thomaston, N. Y., Whitestone Junction, N. Y. (Long Island)	107120	7.26
			Whitestone Junction, N. Y., Long Island City, N. Y. (Long Island)	107084 (part)	¹⁶ 7.01

¹ Distance (29.20 miles) covered by Duluth and St. Paul, Minn., R. P. O.² 1 clerk detailed to transfer duty at Peoria, Ill.³ 1 clerk detailed transfer clerk, Evansville, Ind.⁴ Double daily service Texarkana, Ark., to Fort Worth, Tex. (254.70 miles); full railway post-office service on trains 3 and 4 between Texarkana, Ark., and Fort Worth, Tex. (254.70 miles); clerks divide on Fort Worth, Tex., east div. (254.70 miles); west div. (613.14 miles).⁵ Texarkana, Ark., and Laredo, Tex., R. P. O. also runs over this route between Texarkana, Ark., and Marshall, Tex. (74.61 miles).⁶ 2 clerks detailed to office of superintendent; 1 helper daily to Eastland, Tex. (105 miles).⁷ Texarkana, Ark., and Laredo, Tex., R. P. O. also

runs over this route between Marshall and Longview, Tex. (23.50 miles); balance of route between Shreveport, La., and Marshall, Tex., covered by New Orleans, La., and Marshall, Tex., R. P. O. (40.20 miles); service between Sierra Blanco and El Paso, Tex., is in addition to Houston and El Paso, Tex. R. P. O. (lap service) (92.24 miles).

⁸ Texarkana, Ark., and Gatesville, Tex., R. P. O. also runs over this line between Texarkana, Ark., and Mount Pleasant, Tex., making double daily service (61 miles).⁹ Reserve.¹⁰ Balance of route covered by Commerce and Sherman, Tex., R. P. O. (53.67 miles).

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
668	July 1, 1887	222	57	3	18.36	6	27,067	86.20	1	13 6	6 6	1	1	1
363	July 1, 1890	19	19.98	20	18.83	7	60,946	168.52	1	15 4	8 8	1	1	1
524	July 1, 1891	8	22.09	7	21.30	6	31,708	100.98	1	11 0	7 2	1	1	1
2,918	do													
359	July 1, 1892	11	18.37	12	17.53	6	41,253	131.38	1	8 6	7 6	1	1	1
985	July 1, 1890	42	21.06	41	20.75	7	176,009	128.31	1	12 8	9 0	4	1	4
239	do								1	12 6	8 10			
448	July 1, 1892	8	15.65	2	15	6	22,608	72	1	8 10	7 1	1	1	1
389	do													
813	July 1, 1891	1	22.35	2	23.85	6	111,093	117.98	3	17 10 ¹	7 3	3	1	4
976	July 1, 1892	33	18.93	32	19.85	6	87,449	130.25	1	20 6	9 0	2	1	3
469	do	33	18.93	32	19.85	6			1	16 3	9 0			
14,010	July 1, 1890	1	22.64	2	22.47	7	186,440	127.35	2	52 0	9 6	4	2	27
3420	do	3	22.25	4	22.25	7	635,258	163.54	1	51 10	9 8	4	2	
									2	21 4	9 5	8	1	
									2	25 5	9 5			
									1	25 5	9 3			
									1	22 10	9 3			
									1	25 6	9 4			
1,155	do	3	21.81	4	21.81	7	158,273	144.15	2	22 0	9 4	3	1	3
347	do								1	22 0	9 4			
161	do													
1,155	do	1	20.37	2	19.50	7	223,609	122.24	2	24 0	8 0	5	1	5
14,010	do	5	29.46	6	29.46	7	436,784	147.56	1	22 0	9 4			
3,420	do	1	21.41	2	21.69		154		3	44 8	9 2	6	2	19
		3	20.38	4	21.33	7	251,823	137.23	1	44 5	9 1	2	1	
3,620	do								1	21 2	9 0	5	1	
									1	21 7	9 1			
5,280	do								1	22 0	9 0			
1,343	do								1	22 2	9 0			
		31	23.10	32	22.35	7	126,826	115.50	1	25 0	9 4	3	1	3
									2	25 0	9 2			
423	July 1, 1889	318	25.20	307	16.47	6	8,968	85.08	1	25 0	9 0			
		332	19.92	321	19.47	6	8,068		1	25 0	9 0			
		352	20.89	337	19.92	6	8,968		1	14 8	6 8	1	1	1
846	do	318		307		6			(7)			(7)		
		332		321		6			(7)			(7)		
		352		337		6			(7)			(7)		

¹¹ Texarkana, Ark., and Fort Worth, Tex., R. P. O. also runs over this line between Texarkana, Ark., and Mount Pleasant, Tex., making double daily service (61 miles).

¹² July 19, 1891, service on trains 3 and 4 extended to begin at Longview, Tex., increased distance (81.30 miles). Double daily service between Longview and San Antonio, Tex. (343.08 miles). Full R. P. O. service between Texarkana, Ark., and San Antonio, Tex. (443.63 miles). Clerks divide on San Antonio, Tex., north division (443.63 miles); south division (153.10 miles).

¹³ Texarkana, Ark., and El Paso, Tex., R. P. O. runs over this route between Texarkana, Ark., and Marshall, Tex. (74.61 miles).

¹⁴ Texarkana, Ark., and El Paso, Tex., R. P. O. runs over this route between Marshall and Longview, Tex. (23.60 miles).

¹⁵ Balance of route covered by Palestine and Galveston, Tex., R. P. O. (152.02 miles).

¹⁶ 6 crews, 2 men to crew, between Texarkana, Ark., and San Antonio, Tex.; 5 crews, 1 man to a crew, between Longview and San Antonio, Tex.; 2 crews, 1 man to crew, between San Antonio and Laredo, Tex.

¹⁷ Cars and clerks shown on route No. 107120.

¹⁸ 4.35 miles, Whitestone and Whitestone Junction, covered by closed-pouch service. (See Table C.)

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in states.)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Titusville and Sanford, Fla.	4	47.76	Titusville, Enterprise Junction, Fla. (J. T. and K. W. Ry.). Enterprise Junction, Sanford, Fla. (J. T. and K. W. Ry.).	123025 123018	40.69 (¹)
Toccoa and Elberton, Ga.	4	50.62	Toccoa, Elberton, Ga.	121026	50.62
Toledo, Ohio, and Allegan, Mich.	9	157.42	Toledo, Ohio, Allegan, Mich. (C. J. and M.).	137019	156.92
Toledo and Columbus, Ohio.	5	124.60	Toledo, Columbus, Ohio (Col., Hook. Val. and Tol.).	131053	123.70
Toledo, Ohio, and Frankfort, Ind.	5	207.59	Toledo, Delphos, Ohio (Tol., St. L. and K. C.). Delphos, Ohio, Kokomo, Ind. (Tol., St. L. and K. C.).	131061 131065	74.11 108.24
Toledo and Kenton, Ohio.	5	73.09	Kokomo, Frankfort, Ind. (Tol., St. L. and K. C.). Toledo, Kenton, Ohio (Tol., Col. and Cin.).	133033 131091	25.77 72.49
Toledo, Ohio, and La Fayette, Ind.	5	205.09	Toledo, Ohio, La Fayette, Ind. (Wabash).	131019 (part)	(²)
Toledo and Mansfield, Ohio.	5	86.50	Toledo, Mansfield, Ohio (Penna. Co.).	131043	85.60
Toledo, Ohio, and St. Louis, Mo.	5	437.74	Toledo, Ohio, Decatur, Ill. (Wabash)	³ 131019 (part)	208.10
Toledo and Steubenville, Ohio.	5	226.61	Decatur, East St. Louis, Ill. (Wabash) Toledo, Bowerstown, Ohio (Wheel. and Lake Erie). Bowerstown, Steubenville, Ohio (Wheel. and Lake Erie).	135022 131080 131114	(²) 175.63 51.34
Toledo, Thurston, and Columbus, Ohio.	5	177.37	Toledo, Thurston, Ohio (Tol. and O. Central). Thurston, Columbus, Ohio (Tol. and O. Central).	131055 131068	148.12 (²)
Topeka and Coffeyville, Kans. ¹⁴	7	232.70	Topeka, Fort Scott, Kans. (Kans., Nebr., and Dak.). Fort Scott, Cornell Station (n. o.), Kans. (Mo. Pac.). Cornell Sta. (n. o.), Chetopa, Kans. (Mo. Pac.). Chetopa, Coffeyville, Kans. (Den., Mem. and Atl.).	155040 155102 ¹⁵ 145058 (part) ¹⁶ 155058 (part)	181.40 29.90 29.80 31.40
Topeka and Osawatimie, Kans. ¹⁵	7	74.92	Topeka, Lomax Junction (n. o.), Kans. (Kans., Nebr. and Dak.). Lomax Junc. (n. o.), Ottawa, Kans. (C. Grove, Osage City and Ott.). Ottawa, Osawatimie, Kans. (Mo. Pac.).	155060 (part) 155067 (part) 155083 (part)	(²) (²) (²)
Towanda and Lopez, Pa.	2	34.84	Ottawa, Monroe Station, Pa. (Barclay). Towanda, Monroe Station, Pa. (Barclay). Monroe Station, Lopez, Pa. (L. V.)	110098 (part) 110098 110090 (part)	¹⁷ 5.60 27.91

¹ 7 miles in Jack. and Port. Tampa R. P. O.² 1 reserve car.³ 2 cars in reserve.⁴ 1 car in reserve.⁵ Covered by Toledo and St. Louis R. P. O. (203.10 miles).⁶ Clerks appointed to Toledo and St. Louis R. P. O. and shown with that line.⁷ In reserve.⁸ This is the distance Toledo to La Fayette, Ind. Whole of route 131019 is Toledo to Quincy, Ill. (474.25 miles). The Toledo and St. Louis R. P. O. runs over this route between Toledo and Decatur (322.90 miles), but only that part between Toledo and La Fayette (203.10 miles) is shown by fifth division. Balance of route, La Fayette to Quincy (271.15 miles), is covered by La Fayette and Quincy R. P. O. (See sixth division report.)⁹ Covered by Chicago, Decatur and St. Louis R. P. O. (sixth division), 110.30 miles.¹⁰ Night line only; cars are 60 feet in length, with 50 feet pay for paper cars.¹¹ Four clerks in apartment cars between Toledo, Ohio, and La Fayette, Ind. (203.09 miles). Two helpers, 1 running every night between Cecil, Ohio, and La Fayette, Ind. (189.60 miles). East-bound paper car on train 42 cut off at La Fayette and placed on train 44 and service performed therein by helpers to Toledo. One clerk detailed chief clerk, Toledo, Ohio; 1 clerk detailed clerical duty office superintendent; 1 clerk detailed transfer clerk Fort Wayne, Ind.¹² 2 cars in reserve.¹³ Covered by Columbus and Charleston R. P. O. (28.70 miles).¹⁴ Reported last year as Topeka and Fort Scott, Kans., R. P. O.; extended to Coffeyville June 12, 1892.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train num- bers taken from division sched- ules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimen- sions of cars or apartments (railway post- office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks ap- pointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.					Avg speed (miles).	Length.				Width.
<i>Lbs.</i>									<i>Ft. In.</i>	<i>Ft. In.</i>			
1,353	July 1, 1892	178 13	166 12.54	6	30,087	95.50	*2	13 4	7 5	1	1	1	
10,713	do												
264	do	61 14	60 14.30	6	31,789	101.24	1	10 0	4 6	1	1	1	
754	do	22 28.80	21 26.36	6	98,859	157.42	1	11 8	8 6	2	1	2	
1,645	do	34 29.08	33 29.64	6	78,249	124.60	*5	11 2	8 6	2	1	2	
1,469	do	130.42	260.42	6	130,367	103.79	*5	16 0	9 0	4	1	4	
450	July 1, 1888	130.42	230.42	6				20 0	9 0				
506	do	130.42	230.42	6									
469	Jan. 1, 1891	10 22.26	9 24.16	6	45,901	146.18	1	16 7	8 4	1	1	1	
17,583	July 1 1892	41 31.24	46 33.85	6	128,797	102.54	1	39 0	8 8	4	1	(*)	
1,762	do	420 27	401 27	6	54,322	86.50	2	35 0	9 5	2	1	2	
17,583	do	43 29.86	42 32.04	7	320,426	145.91	*1	20 2	8 10	*6	5	(11)	
15,536	July 1, 1891	43 29.86	42 32.04	7				21 2	8 10				
618	July 1, 1892	5 23.88	6 23.46	6	142,311	151.20	*1	18 0	7 0	3	1	3	
		5 23.88	6 23.46	6									
806	July 1, 1892	6 24.66	5 23.56	6	111,389	118.25	*4	20 0	9 2	3	1	3	
1,556	do	3 24.66	4 23.56	6									
318	July 1, 1890	281 21.17	282 22.78	6	185,761	155.13	1	11 2	6 10	3	1	3	
		281 23.31	282 22.70				1	11 3	7 0				
							*1	16 4	6 10				
909	July 1, 1891	281 23.31	282 22.70										
707	July 1, 1890	281 23	282 23										
318	do	283 20.75	284 21.66	6	194,652	137.55	(2)			1	1	(2)	
2,042	do	204 26.79	203 26.79										
2,337	do	204 24.60	203 27										
88	July 1, 1889	146 14.60	149 14.60	6	21,880	60.68	1	5 6	5 10	1	1	1	
206	do	146 17.28	149 18.66	6			(2)			(2)			

¹⁵ Based on service as follows: Between Topeka and Fort Scott, 131.40 miles, July 1, 1891, to June 11, 1892 (298 days); between Topeka and Coffeyville, June 13 to 30, 1892 (16 days).

¹⁶ Balance of route 145058, between Nevada, Mo., and Cornell Station (n. o.), Kans., 47.53 miles, covered by Nevada, Mo., and Fleming, Kans., R. P. O.

¹⁷ Represents distance, Fleming, to Chetopa, Cornell to Fleming; distance covered by Nevada, Mo., and Fleming, Kans., R. P. O.

¹⁸ Balance of route 155056, between Coffeyville and Belle Plaines, Kans. (114.79 miles), covered by Coffeyville and Larned, Kans., R. P. O.

¹⁹ Line discontinued June 12, 1892. Service performed July 1, 1891, to June 11, 1892 (inclusive), 298 days.

²⁰ 39.64 miles of route 155060 covered by Topeka and Coffeyville, Kans., R. P. O.

²¹ Clerks run pooled with clerks on Topeka and Fort Scott, Kans., R. P. O.

²² Covered by Topeka and Coffeyville, Kans., R. P. O.

²³ Clerk transferred to Topeka and Coffeyville, Kans., R. P. O. and now shown in the force on that line.

²⁴ 14.10 miles of route 155007, between Lomax Junction (n. o.) and Ottawa, Kans., and 21.40 miles route 155033, Osawatimie to Ottawa, Kans., covered by Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.

²⁵ 9.42 miles, Monroe Station and Foot of Plane, covered by closed-pouch service. (See Table C.)

²⁶ 7.34 miles, Lopez and Rickets, covered by closed pouch service. (See Table C.)

²⁷ Cars and clerks shown on route No. 110099.

TABLE A^b.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>statics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Tower City and Lebanon, Pa...	2	42.28	Tower City, Pa., Lebanon, Pa. (P. and R.)	110059	43.53
Townsend, Del., and Centerville, Md.	2	35.21	Townsend, Del., Centerville, Md. (P., W. and B.)	113010	35.23
Tracy and Los Banos, Cal ¹ ...	8	58.30	Tracy, Los Banos, Cal. (S. P. R. R.)	176065	58.30
Tracy, Minn., and Pierre, S. Dak.	10	255.69	Tracy, Minn., Pierre, S. D. (Chi. and No. West.)	141031	255.69
Traverse City and Grand Rapids, Mich.	9	152.49	Elk Rapids, Baldwin, Mich. (C. and W. M.)	*137083 (part)	78.90
			Baldwin, Grand Rapids, Mich. (C. and W. M.)	137026	74.99
Trenton and Adrian, Mich. ² ...	9	49.60	Trenton, Corbus, Mich. (L. S. and M. S.)	137036	37.23
			Corbus, Adrian, Mich. (L. S. and M. S.)	137002	(³)
Trenton and St. Joseph, Mo....	7	84.25	Trenton, Altamont, Mo. (Chi., R. Island and Pac.)	143017 (part)	(⁴)
			Altamont, St. Joseph, Mo. (St. Joseph and Iowa)	145057 (part)	(⁵)
Turkey River and West Union, Iowa	6	58.34	Turkey River, West Union, Iowa (C., M., and St. Paul)	143039	58.58
Tyler and Lufkin, Tex.....	11	90.07	Tyler, Lufkin, Tex. (Tyler S. E.)	150044	90.07
Ukiah and San Francisco, Cal.	8	112.87	Ukiah, San Francisco, Cal. (S. F. and N. P. Rwy.)	176011	112.62
Union City, Ind., and Dayton, Ohio	5	47.40	Union City, Ind., Dayton, Ohio (Day. and Union)	131022	47.10
Utica and Binghamton, N. Y....	2	95.70	Utica, N. Y., Norwich, N. Y. (D., L. and W.)	107041	54.05
			Norwich, N. Y., Chenango Forks, N. Y. (D., L. and W.)	107040	30.38
			Chenango Forks, N. Y., Binghamton, N. Y. (D., L. and W.)	107065 (part)	(¹²)
Utica and Randallville, N. Y....	2	31.27	Utica, N. Y., Randallville, N. Y. (N. Y., O. and W.)	107057	31.40
Vanceboro and Bangor, Me.....	1	114.44	Vanceboro, Bangor, Me. (Me. Cen.)	105012	114.83
Versailles and Lexington, Mo. ²⁰	7	.....	Versailles, Boonville, Mo. (Mo. Pac.)	145006	44.06
South Division—Versailles to Marshall	...	77.52	Boonville, Myrick Sta. (n. o.), Mo. (Mo. Pac.)	145059	81
North Division—Tipton to Lexington	...	109.06	Myrick Sta. (n. o.), Lexington, Mo. (Mo. Pac.)	145033 (part)	(¹³)
Versailles and Irvine, Ky ²¹	5	61.85	Versailles, Irvine, Ky. (Rich., Nich., Irv., and Beatty)	129048	60.78
Villisca, Iowa, and St. Joseph, Mo.	1	107.54	Villisca, Iowa, Burlington Junction, Mo. (Chic., Burl. and Quincy)	143009	36.63
			Burlington Junction, Bigelow, Mo. (K. C., St. Jo. and Co. Bluffs)	145044	32.13
			Bigelow, St. Joseph, Mo. (K. C., St. Jo. and Co. Bluffs)	145006 (part)	(¹⁴)
Wabasha and Zumbata, Minn.	10	59.20	West Wabasha, Zumbata, Minn. (C. M. and St. P.)	141022	60.29
Waco and Yoakum, Texas ²² ...	11	173.24	Waco, Lott, Texas (S. A. and A. P.)	150076	28.27
			Lott, Lexington, Tex. (S. A. and A. P.)	150084	58.30
			Lexington, Yoakum, Tex. (S. A. and A. P.)	150072	86.67

¹ New service established October 13, 1891.² One helper between Tracy, Minn., and Brookings, S. Dak.³ Order February 1, 1892, extending route from Traverse City to Elk Rapids, Mich., increasing distance 21.18 miles. Balance of route 21.18 miles, Traverse City to Elk Rapids, covered by closed-ponch service. See Table C.⁴ Two cars held in reserve.⁵ Runs over route 137002, Corbus to Adrian, Mich., 11.60 miles.⁶ Shown in report of Monroe and Adrian R. P. O.⁷ 83.20 miles distance on route 143017 and 49.30

miles distance on route 145057, covered by Davenport, Iowa, and Atchison, Kans., R. P. O.

⁸ This clerk also acts as helper in the St. Joseph, Mo., and Colorado Springs, Colo., R. P. O. between St. Joseph, Mo., and Pawnee City, Nebr.⁹ Shown in St. Joseph, Mo., and Colorado Springs, Colo., R. P. O. trains 13 and 14.¹⁰ In reserve.¹¹ Clerk relieves Utica and Randallville clerk one day every two weeks.¹² Cars and clerks shown on route 107041.¹³ 11.2 miles covered by Owego and Binghamton R. P. O.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).			Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).				Length.	Width.			
Lbs.									<i>Ft. In.</i>	<i>Ft. In.</i>			
278	July 1, 1889	9	19.38	204	25.20	6	26,539	84.52	1 8 5	6 5	1	1	1
535	do	185	22.10	180	28.38	6	22,112	70.42	1 11 10	6 8	1	1	1
281	July 1, 1890	21	17.05	22	16.90	6	36,612	116.60	1 12 0	9 0	1	1	1
2,431	July 1, 1891	1	17.61	4	27.36	6	160,573	127.84	1 11 11 ¹	1 8	4	1	5
1,145	July 1, 1892	54	23.62	55	23.30	6	95,763	152.49	1 24 0	9 2	2	1	2
1,575	do	54	23.62	55	23.30	6			1 14 10	8 9			
522	do	121	29.44	120	30.71	6	31,149	96.20	1 11 1	8 10			
1,363	do	121	29.44	120	30.71	6	31,149	93.20	1 11 2	8 10			
3,017	July 1, 1887	13	27.67	14	28.38	7	61,671	189.13	1 15 0	8 10			
2,692	July 1, 1891	13	26.22	14	25.81				1 13 1	7 1	1	1	1
664	do	29	22.56	30	19.44	6	36,637	116.68	1 13 1	7 1	1	1	1
457	July 1, 1890	101	17.55	102	17.65	7	65,931	90.07	1 15 2	7 5	1	1	1
2,419	do	1	22.50	16	21.96	7	82,621	112.87	2 14 3	8 0	2	1	2
582	July 1, 1892	2	26.96	3	26.96	6	29,764	94.80	1 22 3	9 0	2	1	2
1,848	July 1, 1889	4	25.91	3	28.50	6	60,100	100.06	1 12 9	9 0	1	1	1
1,375	do	4		8		6			1 11 0	7 6	1	1	1
3,063	do	4		3		6			1 19 0	9 0	2	1	2
899	do	2	20.06	13	25.56	6	19,658	110.33	1 20 0	9 0	2	1	2
6,901	July 1, 1888	14	25.11	12	26.65	6	18,136		1 17 0	7 4	1	1	1
455	July 1, 1891	2	24.45	71	28.52	6	71,868	114.44	1 15 8	7 3	1	1	1
344	do	36	27.38	19	24.01	7	83,970		1 20 3	8 10	2	2	8
985	do	181	16.05	182	12.75	6	48,683	155.04	1 40 0	9 2	2	2	
330	July 1, 1892	3	20.26	2	20.26	6	27,214	123.70	1 20 8	8 9			8
555	July 1, 1887	151	29.93	150	23.18	6	67,535	189.13	1 8 4	6 5	1	1	
610	July 1, 1891	8	25.79	7	23.03				2 16 4	3 10	2	1	
19,037	do	1	11.80	2	11.80	6	37,178	118.40	1 16 0	7 0	1	1	1
335	do	32	23.10	31	21.87	6	74,916	173.24	1 15 1	8 10	2	1	2
65	July 1, 1890								1 20 4	9 2			
230	July 1, 1890								1 21 7	9 2	2	1	2
									1 14 0	9 2			
									1 7 3	8 7			

¹⁴ Relieved by Utica and Binghamton clerk one day every two weeks.¹⁵ Service between Utica and Hamilton only 28.88 miles.¹⁶ Double daily (except Sunday) between Tipton and Marshall, Mo.¹⁷ Clerk on trains 191 and 182, runs between Versailles and Marshall, Mo.¹⁸ 2.13 miles of route 145033 covered by Sedalia and Kansas City, Mo., R. P. O.¹⁹ Clerks on trains 171 and 172 run between Tipton and Lexington, Mo.²⁰ R. P. O. service established October 19, 1891.²¹ 38.80 miles distance, route 145006, covered by Council Bluffs, Ia., and Kansas City, Mo., R. P. O.²² Runs of clerks on this line are pooled with the Trenton and St. Joseph, Mo., R. P. O., 1 clerk performing service in the Trenton and St. Joseph, Mo., R. P. O., and in connection with the clerk on that line acting as helper in the St. Joseph, Mo., and Colorado Springs, Colo., R. P. O. between St. Joseph, Mo., and Pawnee City, Nebr., 91.90 miles.²³ February 15, 1892, service extended to begin at Waco, Texas; increase, distance 86.57 miles.

TABLE A.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Wadena and Fergus Falls, Minn.	10	<i>Miles.</i> 53.36	Wadena, Fergus Falls, Minn. (N. P., Fergus and B. H.).	1141042 (part)	51.95
Wadesboro, N. C., and Sumter, S. C.	4	105.43	Wadesboro, N. C., Cheraw, S. C. (C. and Salis. R. R.).	120014	28.30
			Cheraw, Florence, S. C. (Ch. and Dare R. R.).	120006	40.78
			Florence, Sumter, S. C. (W. C. and A. R. R.).	120002	(?)
Waldo and Cedar Keys, Fla. . . .	4	71	Waldo, Cedar Keys, Fla. (F. C. and P. R. R.).	123001 (part)	70.84
Washington, D. C., and Charlotte, N. C.	3	382.04	Washington, D. C., Lynchburg, Va. (Rich. and Dan.).	114002	174.04
			Lynchburg, Danville Junction (n. o.), Va. (Rich. and Dan.).	114016	65.74
			Danville Junction (n. o.), Va., Charlotte, N. C. (Rich. and Dan.).	114038	142.80
Short run—Washington, D. C., to Lynchburg, Va.	...	174.48	Washington, D. C., Lynchburg, Va. (Rich. and Dan.).	114002	(?)
Short run—Lynchburg, Va., to Charlotte, N. C.	...	208.54	Lynchburg, Danville Junction (n. o.), Va. (Rich. and Dan.).	114016	(?)
			Danville Junction (n. o.), Va. Charlotte, N. C. (Rich. and Dan.).	114038	(?)
Washington, D. C., and Hinton, W. Va.	3	292.47	Washington, D. C., Orange, Va. (Ches. and Ohio).	114050	85.91
			Orange, Gordonsville, Va. (Ches. and Ohio).	114025	9.31
			Gordonsville, Va., Hinton, W. Va. (Ches. and Ohio).	114005 (part)	(?)
Washington and Knoxville, Iowa.	6	77.94	Washington, Knoxville, Iowa, (Chi., R. I. and Pac.).	113018	78.83
Washington, D. C., and Round Hill, Va.	3	53.35	Washington, D. C., Alexandria Junction (n. o.), Va. (Rich. and Dan.).	114002 (part)	(10)
			Alexandria Junction (n. o.), Round Hill, Va. (Rich. and Dan.).	114004 (part)	48.30
Washington, D. C., and Strasburg, Va.	3	97.93	Washington, D. C., Manassas Junction (n. o.), Va. (Rich. and Dan.).	114002 (part)	(12)
			Manassas Junction (n. o.), Strasburg, Va. (Rich. and Dan.).	114003 (part)	62.86
Washington, D. C., and Wilmington, N. C.	3	362.38	Washington, D. C., Richmond, Va. (R., F. and P.).	114001	115.37
			Richmond, Petersburg, Va. (R. and P.).	114008	23.07
			Petersburg, Va., Weldon, N. C. (Petersburg).	114009	63.54
			Weldon, Wilmington, N. C. (W. and W.).	118002	161.47
Short run, Washington, D. C., and Richmond, Va.	3	116.93	Washington, D. C., Richmond, Va. (R., F. and P.).	114001	(10)
Watertown and Madison, Wis.	10	38.97	Watertown and Madison, Wis. (C., M. and St. P.).	139005	38.97

¹ Balance of route (67.36 miles) covered by Fergus Falls, Minn., and Milnor, N. Dak., closed-pouch service. (See table C.)

² 39 miles on Flor. and Aug. R. P. O.

³ 85 miles in Fernandina and Tampa R. P. O.

⁴ Two lines of 60-foot cars authorized and in use between Washington, D. C., and Atlanta, Ga., and one line of 40-foot cars authorized on route 114002, Washington, D. C., to Lynchburg, Va., short run.

⁵ 4 helpers on trains 37 and 10, Washington, D. C., to Danville, Va.; 1 helper on trains 9 and 10, Washington, D. C., to Charlottesville, Va.; 4 porters on trains 37 and 38, Washington, D. C., to Salisbury, N. C.; 4 helpers on trains 9 and 38, Charlottesville, Va., to Charlotte, N. C.; 6 on short run between Washington, D. C., and Lynchburg, Va.; 3 on short run between

Lynchburg, Va., and Charlotte, N. C.; 2 helpers on trains 37 and 38, Washington, D. C., to Charlottesville, Va.; 2 helpers on trains 13 and 10, Washington, D. C., to Charlottesville, Va.; 2 helpers on trains 11 and 12, Danville, Va., to Charlotte, N. C.; 1 examiner and 1 assistant examiner for the third division; 4 detailed to office superintendent third division R. M. S.; 1 transfer clerk at Charlottesville, Va., and 1 at Greensboro, N. C.

⁶ Reserve cars.

⁷ Route 114002, 174.04 miles; route 114016, 65.74 miles; and route 114038, 142.80 miles, together with number of clerks, shown in report for through line, Washington, D. C., to Charlotte, N. C.

⁸ 1 line of 40-foot cars authorized and in use be-

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Average speed (miles).	Train No. inward.	Average speed (miles).					Length.	Width.		
Lbs.										Ft. In.	Ft. In.		
321	July 1, 1891	9	21.30	10	18.72	6	33,510	106.72	1	23 9	8 10	1	1
348	July 1, 1892	63	24.13	62	26.25	6	66,210	105.43	1	26 14	8 8	2	1
536	do												
12,618	do												
1,837	do	25	16.40	26	16.80	6	44,588	142	1	18 0	8 2	1	1
39,071	July 1, 1889	9	25.68	38	35.34	7	279,653	127.34	4	60 0	9 1	6	3
30,736	do	37	36.03	10	25.82	7	279,653		3	60 0	9 1	6	3
30,218	do								3	60 0	9 1		
39,071	do	13	26.16	14	26.16	7	127,719		2	50 0	9 1	3	2
30,736	do	11	28.89	12	27.33	7	152,285	139.02	3	50 0	9 1	3	1
30,218	do												
		3	29.94	2	24.85	7	214,088	146.23	4	50 0	9 0	4	2
310	July 1, 1889								2	25 0	9 0		8
2,614	do												
560	July 1, 1891	215	22.81	216	23.98	6	49,146	155.88	1	23 6	9 4	1	1
39,071	July 1, 1889	21	21.28	26	20.46	6	33,504	106.70	2	16 0	6 2	1	1
793	do												
39,071	do	15	22.14	16	22.14	6	61,500	97.93	1	12 9	6 9	2	1
602	do												
27,577	do	23	26.62	78	28.24	7	265,262	144.95	12	60 0	8 11	5	3
21,109	do	27	31.82	14	29.20	7	265,262		17	50 0	8 11	5	2
		23	30.75	78	23.86								
19,231	do	27	37.41	14	35.48								
		23	29.32	78	28.24								
23,103	July 1, 1892	27	35.20	14	33.15								
		23	29.09	78	28.49								
27,577	July 1, 1889	27	38.44	14	38.88								
		403	25.82	(16)		17	36,716	116.93	1	50 0	8 11	2	2
1,000	July 1, 1891	221	27	244	27	12	48,970	155.88	1	13 5	7 8	1	1
		227	27	206	27								

tween Washington, D. C., and Cincinnati, Ohio.

⁹ 196.70 miles covered by the Richmond and Hinton R. P. O.¹⁰ 4.80 miles covered by the Washington and Charlotte R. P. O.¹¹ Balance of route (1.80 miles) covered by closed-pouch service. See Alexandria and Alexandria Junction (n.o.). Va., Table C*.¹² 34.92 miles covered by the Washington and Charlotte R. P. O.¹³ One line of 60-foot cars, and two lines of 50-foot cars authorized between Washington, D. C., and Richmond, Va., and one line of 60-foot cars and one line of 50-foot cars authorized between Richmond, Va., and Wilmington, N. C.¹⁴ 2 helpers on trains 23 and 78, Washington, D. C., to Richmond, Va.; 3 helpers on trains 27 and 78, Washington, D. C., to Petersburg, Va.; 3 helpers on trains 27 and 78, Washington, D. C., Richmond, Va.; 4 on short run, Washington, D. C., to Richmond, Va.; 1 chief clerk at Washington, D. C.; 5 detailed to office of general superintendent R. M. S.; 2 to office superintendent, third division-R. M. S.; 3 transfer clerks at Washington, D. C.; 1 transfer clerk at Richmond, Va., and 1 transfer clerk at Weldon, N. C.¹⁵ 115.37 miles covered by through line.¹⁶ Clerks on short run return to Washington on train 14.¹⁷ Half trips.¹⁸ Clerks shown on through line.

TABLE A².—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
		<i>Miles.</i>			
Watertown and Utica, N. Y. ¹ ..	2	91.93	Watertown, N. Y., and Utica, N. Y. (N. Y. C. and H. R.).	107087	91.72
Waycross, Ga., and Montgomery, Ala.	4	815.85	Waycross, Thomasville, Ga. (S. F. and W. R. R.). Thomasville, Bainbridge, Ga. (S. F. and W. Ry.). Bainbridge, Ga., Montgomery, Ala. (Ala. Mid. R. R.).	⁴ 121018 (part) 121031 121064	104.14 37.97 176.30
Weldon and Kinston, N. C.	3	95.39	Weldon, Halifax, N. C. (W. and W.)	118002	(⁴)
Wellsville and Bellaire, Ohio ..	5	46.84	Halifax, Greenville, N. C. (W. and W.) ... Greenville, Kinston, N. C. (W. and W.) ... Wellsville, Bellaire, Ohio (Penna. Co.)	118019 118032 131003	58.23 29.38 46.59
Wellsville, N. Y., and Bradford, Pa.	2	56.65	Wellsville, N. Y., Eldred, Pa. (B., E. and C.). Eldred, Pa., Kinzua Junc., Pa. (B., B. and K.). Kinzua Junc., Pa., Bradford, Pa. (B., B. and K.).	107049 (part) 110133 110132	33.15 14.17 ¹⁰ 10.30
West Lebanon, Ind., and Le Roy, Ill.	6	75.03	West Lebanon, Ind., Le Roy, Ills. (Ills. Cent.).	135058 (part)	75.13
West Liberty and Council Bluffs, Iowa.	6	279.36	West Liberty, U. P. Transfer (n. o.), Iowa (C., R. I. and Pac.).	¹¹ 143014	279
West Point and Richmond, Va.	3	39.07	West Point, Richmond, Va. (Rich. and Dan.).	114007	38.72
West Winsted and Bridgeport, Conn.	1	62.22	Winsted, Bridgeport, Conn. (N. Y., N. H. Hart. Naug. Div.).	108011	62.24
Westport and Elnora, Ind.	6	102.02	Westport, Seymour, Indiana. (Evans. and Rich.). Seymour, Elnora, Indiana. (Evans. and Rich.).	133061 133050	27.91 75.56
Wheeling and Huntington, W. Va.	3	215.92	Wheeling, Huntington, W. Va. (Ohio River).	116013	215.39
Whiting and Tuckerton, N. J. .	2	29.48	Whiting, Tuckerton, N. J. (Tuckerton).	109032	29.36
Wichita and Mullinville, Kans.	7	122.04	Wichita, Kingman, Kans. (Wich. and West.). Kingman, Mullinville, Kans. (Wich. and West.).	155042 155062	45.95 76.28
Wichita and Englewood, Kans.	7	182.39	Wichita, Mulvane, Kans. (Atch. Top. and Santa F.). Mulvane, Englewood, Kans. (Atch. Top. and Santa F.).	155011 (part) 155068	(¹⁷) 167.07
Wilkes Barre and Pottsville, Pa.	2	83.05	Wilkes Barre, Pa., Rock Glen Junc., Pa. (Pa.). Rock Glen Junc., Sugar Loaf, Pa. (Penna.). Sugar Loaf, Hazelton, Pa. (L. V.).	110174 (part) 110015 (part) 110016 (part)	39.58 18.75 10.09 85.31
Williamsburg, Mass., and New Haven, Conn.	1	85.59	Hazleton, New Boston, Pa. (L. V.)	110175 106010	
			New Boston, Pottsville, Pa. (Penna.) ... Williamsburg, Mass., New Haven, Conn. (N. Y., N. H. Hart., Northamp. Div.).		

¹ Short run of the Ogdensburg and Utica R. P. O.² Clerk alternates with Ogdensburg and Utica clerk.³ Clerk accounted for on Ogdensburg and Utica R. P. O.⁴ Remainder of route (58.92 miles) in Albany and Thomasville R. P. O.⁵ 7.60 miles covered by the Washington and Wilmington R. P. O.⁶ Balance of route covered by Cleveland and Pittsburgh R. P. O., 48.20 miles.⁷ Clerks make two round trips daily except Sunday.⁸ In reserve.⁹ Cars and clerks shown on route No. 107049.¹⁰ 15.53 miles Kinzua Junction and Smethport covered by closed-pouch service. See Table C.¹¹ Balance of route (38.81 miles) covered by Chicago, Ill., and West Liberty, Iowa, R. P. O.¹² Cars run through between Chicago, Ill., and U. P. Transfer, Iowa, covering Chicago, Ill., and

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Av'g speed (miles).	Train No. inward.	Av'g speed (miles).					Length.	Width.			
<i>Lbs.</i>										<i>Ft. In.</i>	<i>Ft. In.</i>			
3,316	July 1, 1889	224.81	324.81	6	57,732	151.14	1	20 0	7 2	1	1	(⁹)		
2,389	July 1, 1892	2730.00	7832.80	7	808,062	120.24	4	16 0	7 6	7	1	7		
1,504	.....do.....	520.80	620.50	7	.....	.....	2	18 0	9 0					
896	.....do.....	2730.14	7832	7	.....	.....	1	21 1	9 0					
23,103	.....do.....	1923.30	2022.01	6	59,905	190.78	1	8 6	6 6	1	1	1		
458	.....do.....	.....	.....	.....	.....	.....	.....	.....	.....
7,100	.....do.....	33518.62	33820.68	16	29,416	93.68	2	19 9	9 2	2	1	12		
440	.....do.....	33723.29	34023.29	6	29,416	.....	.....	.....	.....	
440	.....do.....	216.57	316.57	6	35,576	113.30	1	8 0	7 6	1	1	1		
462	.....do.....	810.68	911.57	6	.....	.....	(⁹)	.....	.....	(⁹)				
268	.....do.....	8	9	6	.....	.....	(⁹)	.....	.....	(⁹)				
346	July 1, 1891	220.46	122.51	6	47,118	150.06	1	15 0	7 2	1	1	1		
9,520	.....do.....	325.79	422.35	7	204,491	139.68	(12)	.....	.....	4	2	1217		
729	July 1, 1889	125.02	228.39	7	204,491	139.68	.....	.....	.....	4	2			
2,432	.....do.....	928.90	1028.90	6	*24,536	78.14	1	9 9	9 2	1	1	1		
.....	.....do.....	4123.89	31023.44	6	39,074	93.33	2	15 0	7 0	1	1	143		
.....	.....do.....	31524.69	4823.15	6	39,074	.....	.....	.....	.....	1	1			
.....	.....do.....	7124.82	7222.96	6	64,069	102.02	1	10 6	6 8	2	1	2		
447	July 1, 1892	7124.32	7222.96	6	.....	.....	1	20 6	9 0	.....			
1,548	July 1, 1889	123.24	226.32	6	135,597	107.96	2	20 2	9 0	4	2	8		
842	July 1, 1892	1228.06	928.52	6	18,513	117.92	1	17 6	9 0	1	1	1		
754	July 1, 1890	2028.06	1727.61	6	18,513	.....	1	8 0	7 0	.....			
515	.....do.....	41522.18	41622.52	7	89,833	122.04	(16)	.....	.....	2	1	2		
1,201	July 1, 1886	45719.72	55819.36	6	114,541	121.59	1	11 11	7 6½	.....			
713	July 1, 1890	55719.72	45819.36	6	.....	.....	1	11 9	7 3	.....			
261	July 1, 1889	49028.20	44124.19	6	52,155	166.10	1	15 0	8 0	1	1	1		
391	.....do.....	490	441	6	.....	.....	(20)	.....	.....	(20)				
950	.....do.....	49024	44125.08	6	.....	.....	(20)	.....	.....	(20)				
352	.....do.....	490	441	6	.....	.....	(20)	.....	.....	(20)				
355	.....do.....	49023.28	44121.61	6	.....	.....	(20)	.....	.....	(20)				
2,068	.....do.....	65122.56	62025.15	6	53,750	114.12	1	12 0	6 8	3	1	3		
.....	.....do.....	62523.73	62427.64	6	58,750	.....	1	9 9	6 4	.....			
.....	.....do.....	.....	.....	.....	.....	.....	2	15 5	6 5	.....			
.....	.....do.....	.....	.....	.....	.....	.....	1	14 0	6 7	.....			

West Liberty, Iowa, R. P. O. Two lines of 40-foot cars paid for between Iowa City and U. P. Transfer, Iowa. One line of 40 and one line of 50 foot cars paid for between West Liberty and Iowa City, Iowa.

¹⁰One clerk detailed to transfer duty at Des Moines, Iowa.

¹¹One clerk as relief on this line and Hartford and Saybrook R. P. O.

¹²Reserve car.

¹³Shown in Kansas City, Mo., and Pueblo, Colo., R. P. O. trains 113 and 114.

¹⁴15.60 miles distance on route 155011 covered by Newton, Kans., and Galveston, Tex., R. P. O.

¹⁵6 miles covered by Hazleton and Sunbury R. P. O.

¹⁶8 miles covered by Hazleton and Sunbury R. P. O.

¹⁷Cars and clerks shown on Route 110174.

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Williamsport and Erie, Pa.	2	<i>Miles.</i> 249.68	Williamsport, Erie, Pa. (Penna.)	110022	248.25
Williamsport and Gazzam, Pa.	2	127.50	Williamsport, Jersey Shore, Pa. (F. B. C. Co.).	110150 (part)	(⁹)
			Jersey Shore, Gazzam, Pa. (Beech Creek).	110112	116.09
Williamsport and Pottsville, Pa.	2	134.60	Williamsport, West Milton, Pa. (P. and R.).	110014 (part)	* 28.50
			West Milton, Shamokin, Pa. (P. and R.).	110153	32.27
			Shamokin, Pottsville, Pa. (P. and R.).	110013 (part)	* 56.80
			East Mahanoy Junc., Port Clinton, Pa. (P. and A.).	110014 (part)	* 27.06
			Port Clinton, Pottsville, Pa. (P. and R.).	110002 (part)	(¹⁰)
Willimantic and New Haven, Conn.	1	54.69	Willimantic, New Haven, Conn. (N. Y., N. H., Hart., Air Line Div.).	106014	54.65
Willmar, Minn., and Sioux Falls, S. Dak.	10	148.06	Willmar, Minn., Sioux Falls, S. Dak. (Willmar and Sioux Falls).	141041	148.06
Wilmington, N. C., and Jacksonville, Fla.	4	* 494.14	Wilmington, N. C., Florence, S. C. (W., C. and A. R. R.).	120002 (part)	110.40
			Florence, Charleston, S. C. (N. E. R. R.).	120005	102.44
Short run, North Div.		* 213.56	Charleston, S. C., Savannah, Ga., (Ch. and Sav. R. R.).	120004	115
Short run, South Div.		* 288.80	Savannah, Ga., Jacksonville, Fla. (S. F. & W. R. R.).	121009	171.56
Wilmington, Del., and Landenburg, Pa.	2	20.38	Wilmington, Del., Landenburg, Pa. (B. and O.).	112005	20.25
Wilmington and Rutherfordton, N. C.	6	266.70	Wilmington, Rutherfordton, N. C. (Car. Central).	118003	188.07
Wilson and Fayetteville, N. C.	3	74.44	Wilson, Fayetteville, N. C. (W. and W.).	118027	74.58
Winchendon and Worcester, Mass.	1	38.05	Winchendon, Worcester, Mass. (Fitch., Wor. Div.).	104057 (part)	(¹¹)
Winona, Minn., and Osage, Iowa.	10	118.10	Winona, Spring Valley, Minn. (Win. and So. West.).	141075	80.79
			Spring Valley, Minn., Osage, Iowa (Win. and So. West.).	141078	37.60
Winona, Minn., and Watertown, S. Dak.	10	322.21	Winona, St. Peter, Minn. (Win. and St. Peter).	141015	139.45
			St. Peter, Minn., Watertown, S. Dak. (Win. and St. Peter).	* 141014 (part)	183.90
Woodburn and Springfield, Oregon.	8	87.79	Woodburn, Springfield, Oregon (Oregon and Cal. R. R. Co.).	173007	87.79
Woodville, N. H., and Boston, Mass.	1	168.33	Woodsville, Concord, N. H. (Con. and Mont.).	102006 (part)	(¹²)
			Concord, Nashua, N. H. (Con. and Mont.).	* 123001	(¹³)
			Nashua, N. H., Boston, Mass. (Bos. and Me., So. Div.).	104016	(¹⁴)

¹ 2 clerks on Ridgeway and Erie, R. P. O. 1 helper.

* 15.80 miles covered by Lyons and Williamsport R. P. O.

² In reserve.

* Cars and clerks shown on route No. 110150.

* 66.50 miles covered by Barnesville and West Milton R. P. O.

* Trains run via Port Clinton, making lap service on route No. 110014 between East Mahoney Junction and Tamaqua.

* Cars and clerks shown on route No. 110014.

* 20.91 miles, Herndon and Shamokin, covered by closed-pouch service. (See Table C^a.)

⁹ Service between Shamokin and Pottsville only 56.80 miles.

¹⁰ 15.00 miles covered by Pottsville and Philadelphia R. P. O.

¹¹ Double service from January 8, 1892.

¹² West India mail, 50-foot cars, on trains 27 and 14, through run.

¹³ Remainder of route (82.37 miles) on Flor. and Aug. R. P. O.

¹⁴ 3 helpers, 1 chief clerk, 1 assistant chief clerk, Charleston; 1 chief clerk, Jacksonville, Fla.; 4 transfer clerks, Charleston, Yemassee.

¹⁵ Wilmington and Charleston run 40-foot cars, trains 23 and 78.

in the United States on June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	Avg speed (miles).	Train No. inward.	Avg speed (miles).					Length.	Width.			
Lbs.														
64	July 1, 1889	329.16	428.06	6	156,799	124.84	3	20 0	9 6	4	1	17		
756	do	3527.06	3825.62	6	80,070	127.50	1	7 6	6 6	2	1	2		
280	do	3521.27	3825.48	6			(⁴)			(⁴)				
598	do	825.09	523.81	6	78,539	123.40	1	20 0	8 4	2	1	5		
652	Oct. 1, 1890	1232.43	128.03	6	84,529		1	20 0	8 4	2	1			
973	July 1, 1889	12	1	6			(³)			(³)				
		12	1	6			(³)			(³)				
573	do	2422.71	722.87	6	35,670		1	20 0	8 4	1	1	(⁷)		
5,192	do	12	1	6			(⁷)			(⁷)				
4,832	do	50529.18	50227.69	6	84,344	109.38	1	10 8	6 10	2	1	2		
		50927	50627.45	6	1116,407		1	14 0	6 2	2	1	2		
1,608	July 1, 1891	6125.92	6225.50	6	92,982	148.06	1	22 2	9 4	2	1	2		
13,618	July 1, 1892	2733.28	1430.34	7			1	24 7	9 4					
18,417	do	2730.75	1430.60	7	13361,710	164.71	7	50 0	9 0	6	4	4		
		3523.76	3625.55	7										
16,428	do				15156,325	213.56	15	50 0	8 10					
							1	44 0	9 0	3	1			
16,147	do	2736.90	1434.76	7	16211,401	144.40	3	40 0	9 4	4	1			
		51121.37	12621.37	7			17	42 0	9 4					
104	July 1, 1889	22517.38	22820	6	12,799	40.76	1	8 2	6 9	1	1	1		
							2	8 2	6 9					
1,011	July 1, 1892	4325.83	3625.82	6	168,744	134.35	1	20 0	8 9					
							2	14 6	8 9	4	1	4		
340	do	5526.04	5624.60	6	46,748	148.88	1	16 10	8 9					
1,189	July 1, 1889	50523.12	50826.11	6	23,895	76.10	1	11 10	6 10	1	1	1		
							(¹⁹)	(¹⁹)		1	1	2		
		121.66	223.52	6	74,167	118.10	2	11 6	7 0	2	1	2		
5,339	July 1, 1891	120.52	219.29	6	202,348	161.10	1	20 1	9 2	4	1	11		
							1	22 0	9 5					
2,466	do	324.72	428.02	6	24144,164	114.78	1	35 5	8 7	5	1			
							1	50 0	9 6					
294	July 1, 1890	1111.70	1212.50	6	55,132	87.79	1	12 2	7 5					
							2	19 2	9 0	2	1	2		
2,853	July 1, 1889	5225.94	7728.98	6	105,711	111.22	1	20 6	7 0	3	1	3		
							1	20 5	7 0					
13,788	do													
15,018	do	5231.78	7735.57				1	20 6	7 0					

¹⁴ Charleston and Jacksonville run 40-foot cars on trains 35-5-11 and 12-6-36.¹⁷ Jessup, Jacksonville, 4 reserve cars.¹⁸ Covered by Peterboro and Worcester R. P. O. (38.42 miles).¹⁹ Shown in column 14, Peterboro and Worcester R. P. O.²⁰ 1 clerk as transfer clerk, Worcester, Mass.²¹ 1 car in reserve.²² 2 helpers between Winona and Mankato Junction (n. o.), Minn., on trains 3 and 4.²³ Balance of route (71.47 miles) covered by Brookings and Gettysburg, S. Dak., R. P. O.²⁴ Short run, Winona to Tracy, Minn. (229.65 miles).²⁵ Service extended, Coburg to Springfield, Oct. 1, 1891.²⁶ Covered by Lancaster and Boston R. P. O. (93.00 miles).²⁷ Balance of route covered by Lancaster and Boston R. P. O. (93.00 miles) and closed-pouch service between Lancaster and Groveton Junction (9.20 miles). * See table C.²⁸ Covered by St. Albans and Boston R. P. O. (35.84 miles).²⁹ Covered by St. Albans and Boston R. P. O. (40.62 miles).

TABLE A^a.—Statement of railway post-offices in operation

Designation of railway post-office. (Lines upon which railway post-office cars are paid for, in <i>italics</i> .)	Division.	Distance run by clerks, register to register.	Initial and terminal stations running from east to west, north to south, or northwest to southeast, with abbreviated title of railroad company.	Number of route.	Miles of route for which railroad is paid.
Worcester, Mass., and Providence, R. I.	1	<i>Miles.</i> 44.14	Worcester, Mass., Providence, R. I. (N. Y., Prov. and Bos., Prov. and Wor. Div.).	105001	43.40
Worcester, Mass., and Norwich, Conn.	1	59.72	Worcester, Mass., Norwich, Conn. (N. Y. and N. Eng., Nor. Div.).	106001	59.16
Worthington, Minn., and Mitchell, S. Dak.	10	135.05	Worthington, Minn., and Salem, S. Dak. (C., St. P., M. and O.).	141020	101.57
Yates Center and Kiowa, Kans.	7	184.52	Salem, Mitchell, S. Dak. (C., St. P., M. and O.).	159019	33.08
Yates City and Rushville, Ill.	6	63.95	Yates Center, Anthony, Kans. (St. L., Ft. Scott and Wich.).	* 155036	* 56.91
York, Pa., and Baltimore, Md.	3	81.52	Anthony, Kiowa, Kans. (Ft. Scott, Wich. and West.).	155073	30.28
Ypsilanti and Hillsdale, Mich.	9	62.14	Yates City, Rushville, Ill. (Chic., Burl. and Qcy.).	135008	63.13
Zanesville and Marietta, Ohio.	5	74.79	York, Delta, Pa. (Balt. and Lehigh).....	* 110082	35.26
			Delta, Pa., Baltimore, Md. (Balt. and Lehigh).	(part) 113024	44.70
			Ypsilanti, Hillsdale, Mich. (L. S. and M. S.).	137024	61.51
			Zanesville, Marietta, Ohio (Zanes. and Ohio River).	131100	74.79

¹ East Division, Worthington, Minn., and Sioux Falls, S. Dak. (62.37 miles).

² West Division, Sioux Falls to Mitchell, S. Dak. (72.68 miles).

³ Kansas City, Mo., and Genesee, Kans., R. P. O.

also runs over this part route between Yates Center and Wichita, Kans.

⁴ Balance of route 155036 between Fort Scott and Wichita, Kans. (157.62 miles) covered by Kansas City, Mo., and Genesee, Kans., R. P. O.

RECAPITULATION.

Division.	Number of railway post-office lines.	Number of crews.	Number of railway post-office clerks at work on lines.	Whole number of postal clerks appointed to railway lines.	Distance in miles run by clerks from register to register.	Miles of railway route paid for by the Department over which clerks run.
First.....	79	213	443	490	7,811.37	5,353.30
Second.....	160	374	665	757	15,844.65	12,708.58
Third.....	74	195	332	379	9,526.83	7,761.76
Fourth.....	101	289	388	436	15,609.80	14,247.10
Fifth.....	137	498	1,004	1,067	22,494.69	18,351.69
Sixth.....	161	488	874	945	25,687.24	22,929.81
Seventh.....	119	389	614	657	20,931.07	18,306.08
Eighth.....	51	160	208	222	9,508.08	8,729.90
Ninth.....	51	177	584	629	8,130.60	6,873.30
Tenth.....	92	310	448	474	17,352.40	16,407.89
Eleventh.....	63	224	301	313	12,629.17	12,413.72
Total.....	1,088	3,317	5,861	6,369	165,525.85	144,063.13
Total as per report for fiscal year ended June 30, 1891.....	1,078	6,163	5,514	5,985	159,825.99	140,736.74
Increase.....	10	154	347	384	5,699.86	3,346.04

Total miles of railroad routes (including distances from depots to post-offices)..... 165,525.85
 Total miles of railroad routes over which railway postal clerks run..... 144,063.13
 Total miles of railroad routes upon which there is no railroad service by clerks..... 16,492.91
 Total annual miles of service by railway postal clerks (by crews)..... 147,571.944
 Total annual miles of railway service of trains carrying express mail and closed pouches..... 21,399.285
 Average annual distance run by postal clerks (by crews)..... 44,480

in the United States on of June 30, 1892—Continued.

Average weight of mail whole distance per day.	Date of last readjustment.	Average speed per hour (train numbers taken from division schedules).				Number of round trips with clerks per week.	Annual miles of service with clerks.	Average miles run daily by crews.	Number of mail cars, or cars in which are mail apartments.	Inside dimensions of cars or apartments (railway post-office cars in black figures).		Number of crews.	Number of clerks to crew.	Number of clerks appointed to line.
		Train No. outward.	A.V. speed (miles).	Train No. inward.	A.V. speed (miles).					Length.	Width.			
Lbs.										<i>Ft. In.</i>	<i>Ft. In.</i>			
3,019	July 1, 1889	317 26.04	316 23.67	369 22.63	370 26.04	6	37,720	88.28	2	16 4	6 8	2	1	2
1,134	do	322 22.08	622 22.80	9 22.95	12 22.22	6	37,504	119.44	1	15 10	8 9	2	1	2
676	July 1, 1891	19 18.72	20 21.48	21 15.36	22 15.86	6	37,504	124.74	1	20 2	8 8	1	1	2
322	July 1, 1890	451 22.35	451 23.17	451 20.70	452 18.61	7	39,368	145.36	1	20 10 1/2	9 3 1/2	1	1	2
1,357	do	324 22.86	8 23.98	15 17.45	2 17.81	6	45,643	145.36	1	19 3	7 5	2	1	
438	do	317 20	14 16.76	73 23.58	70 24.93	6	135,069	123.01	1	19 3	9 2	2	1	
1,477	July 1, 1891	71 23	72 23	324 22.86	8 23.98	6	451 20.70	452 18.61	1	19 4 1/2	8 10	1	1	3
389	July 1, 1889	15 17.45	2 17.81	317 20	14 16.76	6	40,160	127.90	1	9 0	7 6	2	1	1
458	do	317 20	14 16.76	317 20	14 16.76	6	51,195	81.52	1	9 4	7 1	1	1	3
518	July 1, 1892	153 22.91	153 24.44	73 23.58	70 24.93	6	29,484	93.90	1	14 10	7 11	1	1	1
449	July 1, 1889	71 23	72 23	73 23.58	70 24.93	6	39,024	124.28	1	11 5	6 11	1	1	1
				71 23	72 23	6	46,968	149.58	1	15 10	8 4	2	1	2
						6	46,968		1	15 5	8 6			
									1	12 6	6 6			

* 570 miles covered by closed-pouch service. (See "Delta and Peach Bottom, Pa.," Table C.)

* Reserve car.

* Clerks make two round trips daily, except Sunday.

* Service on trains 8 and 14 between Baltimore, Md., and Delta, Pa., only.

* In reserve.

RECAPITULATION.

Annual miles of service performed by crews.	Number of cars and apartments.					Total number of letters and pieces of ordinary mail matter handled, exclusive of mail separated for city delivery.	Total number of registered packages and cases handled.	Total number of through registered pouches and inner registered sacks handled.
	Whole cars in use.	Whole cars in reserve.	Apartment-ments in use.	Apartment-ments in reserve.	Total.			
7,675,003	32	12	129	40	213	669,619,050	1,324,809	84,485
14,568,361	50	26	273	110	459	991,877,410	2,771,243	164,086
7,992,861	42	10	111	22	185	437,318,370	1,123,260	106,672
13,778,532	32	12	177	52	273	742,695,710	1,580,505	119,815
22,206,201	61	8	262	64	398	1,636,847,030	2,187,799	195,864
21,660,140	105	24	216	47	392	1,340,989,970	1,848,207	139,786
18,873,267	46	19	212	66	343	968,764,510	1,807,899	117,360
7,874,595	19	9	96	24	147	327,879,730	864,521	77,818
7,560,448	47	12	79	18	156	872,907,670	1,008,490	141,540
14,077,397	44	5	156	45	250	768,907,640	1,086,414	83,403
11,815,139	19	2	157	18	196	470,009,000	1,176,513	58,746
147,571,944	500	139	1,867	506	3,012	9,227,816,000	16,879,160	1,290,525
139,435,380	500	110	1,781	500	2,891	8,546,370,090	16,671,914	1,219,559
8,126,564	29	86	6	121	681,446,000	207,246	79,906	

Total number of letters, pieces of ordinary mail, registered packages, through registered pouches, and inner registered sacks handled..... 9,245,904,775
 Total number of errors in distribution..... 1,661,388
 Average annual number of pieces handled by each postal clerk..... 1,577,545
 Average daily miles run by each crew of postal clerks at work on lines..... 136.90
 Percentage of increase in the number of pieces of mail handled..... 7.96

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation in

Railroad mail service designation.	Division.	Number of route.	Contract designation, termini of route.	Contractor.	Miles of route.
Baltimore and Benedict, Md.	3	10094	Baltimore, Benedict, Md.	Henry Williams.....	117.25
Baltimore and Chestertown, Md.	3	10093	Baltimore, Chestertown, Md.	.....	58
Baltimore and Crisfield, Md.	3	10100	Baltimore, Crisfield, Md.	Eastern Shore Steamboat Co.	115
Baltimore, Md., and Fitchetts, Va.	3	10095	Baltimore, Md., Fitchetts, Va.	Maryland Steamboat Co.	211.50
Baltimore, Md., and Fredericksburg, Va.	3	11100	Baltimore, Md., Fredericksburg, Va.	Henry Williams.....	289
Baltimore and Leonardtown, Md., and Washington, D. C.	3	10085	Baltimore, Leonardtown, Md., Washington, D. C.	Maryland and Virginia Steamboat Co.	279
Baltimore, Md., and Norfolk, Va.	3	11097	Norfolk, Va., Baltimore, Md.	Baltimore Steam Packet Co.	184
Baltimore and Salisbury, Md.	3	10098	Baltimore, Salisbury, Md.	Maryland Steamboat Co.	140
Baltimore, Md., and West Point, Va.	3	10097	Baltimore, Md., West Point, Va.	Virginia Steamboat Co.	196
Bayou Sara and Baton Rouge, La.	4	149099	Baton Rouge, Bayou Sara, La.	.....	41
Cape Charles and Norfolk R. P. O., Va.	2	11094	Norfolk to Cape Charles, Va.	New York, Philadelphia and Norfolk R. R.	38
Evansville, Ind., and Paducah, Ky.	5	29100	Evansville, Ind., Paducah, Ky.	John Gilbert.....	145.50
Geneva and Watkins R. P. O., N. Y.	2	7587	Geneva to Watkins, N. Y.	Seneca Lake Steam Navigation Co.	43.50
Greenville and Vicksburg, Miss.	11	147100	Greenville, Vicksburg, Miss.	.....	163.50
Louisville, Ky., and Evansville, Ind.	5	29099	Louisville, Ky., Evansville, Ind.	Louisville and Evansville Mail Co.	210.25
Melbourne and Jupiter, Fla.	4	123094	Melbourne, Jupiter, Fla.	.....	86
Memphis, Tenn., and Arkansas City, Ark.	11	147098	Memphis, Tenn., Arkansas City, Ark.	.....	262.50
Memphis, Tenn., and Helena, Ark.	11	147097	Memphis, Tenn., Helena, Ark.	.....	114

the United States at any time during the year ended on June 30, 1892.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Average miles run daily by crew.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
			Length, feet and inches.	Width, feet and inches.					
24,388	2	1	13 0	5 0	1	1	77	1	Connects lines centering at Baltimore, Md.
18,196	6	1	10 5	5 0	1	1	58	1	Connects lines centering at Baltimore, Md., and the Clayton and Chestertown R. P. O. at Chestertown, Md.
71,360	6	2	9 0	10 0	3	1	115	3	Service on this route is performed between Baltimore and Crisfield, Md. (115 miles), 6 times per week, and twice a week the residue of the route (123.50 miles) from May 1 to December 31, and twice a week to Crisfield and once a week the residue of the route from January 1 to April 5 in each year. Connects lines centering at Baltimore, Md.
43,992	2	1	10 6	3 0	1	1	141	1	Connects lines centering at Baltimore, Md.
137,280	2	2	9 8	7 6	2	1	165	2	Connects lines centering at Baltimore, Md., and the Fredericksburg and Orange and Washington and Wilmington R. P. O.'s at Fredericksburg, Va.; 2 additional trips per week between Baltimore, Md., and Tappahannock, Va. Whole distance, 371 miles.
87,048	3	2	6 0	5 3	2	1	79.66	2	Connects lines centering at Baltimore, Md., and Washington, D. C.
115,552	6	1	10 6	7 0	2	1	184	2	Connects lines centering at Baltimore, Md., and Norfolk, Va.
43,680	3	1	6 2	10 3	1	1	140	1	Connects lines centering at Baltimore, Md., and at Salisbury, Md., with the Philadelphia and Crisfield R. P. O.
123,088	6	1	6 8	6 2	2	1	196	2	Connects lines centering at Baltimore, Md., and at West Point with West Point and Richmond R. P. O.
25,748	6	1	8 0	6 0	1	1	82	1	
27,816	7	1	7 6	6 8	1	1	76	1	Connects Peninsula Junction and Cape Charles R. P. O.; Norfolk and Lynchburg R. P. O.; Norfolk and Edenton R. P. O.; Norfolk and Richmond R. P. O., and Norfolk, Newport News and Richmond R. P. O.
91,374	6	2	7 10	6 0	2	1	145.50	2	Makes all connections at Evansville, Ind., Shawneetown, Ill., and Paducah, Ky.; also at Henderson, Ky., with Louisville and Henderson and Nashville and St. Louis R. P. O.'s; at Mount Vernon, Ind., with Nashville and St. Louis and Fort Branch and Mount Vernon R. P. O.'s.
27,318	6	1	8 0	8 0	1	2	87	2	Connects Syracuse, Auburn and Rochester R. P. O., Canandaigua and Elmira R. P. O., Lyons and Sayre R. P. O., and Lyons and Williamsport R. P. O.
51,339	3	2	8 8	7 8	2	1	81.75	2	Connects at Leland, Miss., with Leland and Arkansas City R. R. and connects at Vicksburg, Miss., with Meridian, Miss., and Shreveport, La., R. P. O., also with the Memphis, Tenn., and New Orleans, La., R. P. O. Connects at Greenville, Miss., with Leland and Greenville, Miss., R. R.
132,037	6	3	9 3	6 2	3	1	140.17	3	Makes all connections at Louisville, Ky., and Evansville, Ind.; at West Point, Ky., with Louisville and Henderson and Louisville and Memphis R. P. O.'s at Rockport, Ind., with branch of L. E. and St. L. Rwy., at Cannelton, Ind., with branch of L. E. and St. L. Rwy., and at Owensboro, Ky., with Owensboro and Rensselaerville and Louisville and Henderson R. P. O.'s.
27,004	3	1	7 9	9 1	1	1	86	1	
52,704	2	1	6 0	6 0	1	1	144	1	Makes all Memphis, Tenn., connections.
36,796	3	1	7 9	6 6	1	1	114	1	Makes all Arkansas City, Ark., connections. Connects at Helena, Ark., with Knobel and Helena, Ark., R. P. O. and Helena and Clarendon, Ark., R. P. O. makes Memphis, Tenn., connections.

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation in the

Railroad mail service designation	Division.	Number of route.	Contract designation, terminal of route.	Contractor.	Miles of route.
Natches, Miss., and Bayou Sara, La.	4	149097	Natchez, Miss., Bayou Sara, La.	.....	102.75
New Orleans and Port Vincent, La.	4	149096	New Orleans, Port Vincent, La.	.....	93.75
New Whatcom and Port Townsend, Wash.	8	71097	Port Townsend, New Whatcom, Wash.	.....	119
New York and St. George R. P. O., N. Y.	2	107063 (part)	New York to Mariners Harbor, N. Y.	Staten Island Rapid Transit Co.'s R. R.	5.90
Norfolk and Richmond, Va.	3	11049	Norfolk, Richmond, Va...	Virginia Steamboat Co....	135
Oshport and Memphis, Tenn.	11	647096	Oshport, Memphis, Tenn.	.....	120
Paducah, Ky., and Waterloo, Ala.	5	29095	Paducah, Ky., Waterloo, Ala.	The Evansville, Paducah and Tennessee River Packet Co.	243
Palatka and Drayton Island, Fla.	4	123069	Palatka, Drayton Island, Fla.	.....	39
Portland and Astoria, Oregon.	8	73100	Portland, Astoria, Oregon.	O. R. and N. Co.....	82 88
Port Tampa and Ellenton, Fla.	4	123086	Port Tampa, Ellenton, Fla.	.....	34
Port Townsend and Seattle, Wash.	8	71099	Seattle, Port Townsend, Wash.	W. S. and T. Co.....	78
Port Townsend Wash., and Sitka, Alaska.	8	71082	Port Townsend, Wash., Sitka, Alaska.	.....	1.050
Sitka and Unalaska, Alaska.	8	78099	Sitka, Unalaska, Alaska.	N. A. Com. Co.....	1.250
Ticonderoga and Lake George R. P. O., N. Y.	2	7589	Lake George to Fort Ticonderoga, N. Y.	Champlain Transportation Co.	40
Titusville and Melbourne, Fla.	4	123095	Titusville, Melbourne, Fla.	.....	42.50
Vicksburg and Natchez, Miss.	4	149097	Natches, Vicksburg, Miss.	.....	112.50
Willapa and Sealand, Wash.	8	71087	Sealand, Willapa, Wash.	.....	41

United States at any time during the year ended on June 30, 1892—Continued.

Annual miles of service.	Number of round trips with clerks per week.	Number of steamboats on line.	Dimensions of mail apartments.		Number of crews.	Number of clerks to crew.	Average miles run daily by crews.	Number of clerks appointed to line.	Remarks—Connections with railway post-offices, etc.
			Length, feet and inches.	Width, feet and inches.					
32,263	3	1	10 0	6 6	1	1	102.75	1	
19,448	2	1	-----	-----	1	1	62.50	1	Mail carried in cabin in charge of officer of boat, at nominal salary.
37,128	3	1	11 0	6 6	1	1	59.50	1	Connects at New Whatcom with the Blaine and Seattle R. P. O. and Sumas City and New Whatcom R. R.
									At Port Townsend with Port Townsend and Seattle R. P. O. and Port Townsend and Quilcene R. R.
14,821	24	1	11 6	9 6	1	1	47.20	12	Does not connect directly with any R. P. O. All mail forwarded through New York P. O.
		1	9 6	7 6					1 clerk detailed as transfer clerk at St. George (n. o.), N. Y.
		1	10 0	8 0					
42,120	3	1	10 0	10 0	1	1	135	1	Connects lines centering at Norfolk and Richmond, Va.
35,995	3	1	9 8	8 2	1	1	120	1	Gold Dust and Memphis, Tenn., R. P. O. extended to begin at Oshport, Tenn., increase distance 5 miles. Connects at Elmont, Ark., with Cairo, Ill., and Elmont, Ark., R. P. O. (River line.)
									Makes all Memphis, Tenn., connections.
50,544	2	2	12 0	8 0	2	1	81	2	Connects at Paducah, Ky., with all lines; at Danville, Tenn., with Bowling Green and Memphis R. P. O.; at Johnsonville, Tenn., with Nashville and Hickman R. P. O.; and at Perryville, Tenn., with Perryville and Memphis R. P. O.
24,492	6	1	10 0	7 0	1	1	78	1	
51,496	6	1	8 0	8 6	2	1	101	2	Mail connected through the Portland office for all lines centering at Portland. Eighty-two miles of route six times per week. Additional offices supplied three times per week, increasing distance 38 miles.
11,856	3	1	12 10	8 0					
21,352	6	1	12 0	6 0	1	1	68	1	
48,984	6	1	15 0	6 4	2	1	78	2	Connects at Seattle with Seattle, Wash., and Portland, Oregon, Sumas City and Seattle, and North Bend and Seattle R. P. O.'s, and Blaine and Seattle R. P. O.; at Port Townsend with New Whatcom and Port Townsend, and Port Townsend and Quilcene, Wash., R. R.
50,400	2	2	-----	-----	2	1	68.85	2	2 round trips per month. Mails handled by pursers on steamers.
30,000	1	1	-----	-----	1	1	82.19	1	Mails handled by captain of steamer (acting clerk) from Apr. 1 to Oct. 31 each year. 1 round trip per month.
25,120	6	2	9 6	6 2	1	1	80	1	Summer service only, about 4 months in the year, by an acting clerk.
26,090	6	1	7 0	7 0	1	1	85	1	
35,325	3	1	8 6	8 6	1	1	112.50	1	
25,748	6	1	-----	-----	1	1	82	1	Purser receives and delivers mail for a nominal sum. Tacoma and Ocoosa, Wash., and Portland and Astoria, Oregon, R. P. O.'s make up mail for this line.

TABLE B^b.—Statement of steamboat mail service with postal clerks in operation in the United States at any time during the year ended June 30, 1892.

Division.	Total number of lines.	Total number of crews.	Total number of clerks.	Miles of route run by clerks.	Annual miles run by crews.	Number of mail apartments.
First						
Second	4	4	*5	127.40	95,075	8
Third	10	16	16	1,724.75	706,704	15
Fourth	8	8	8	551.50	212,322	8
Fifth	3	7	7	598.75	273,955	7
Sixth						
Seventh						
Eighth	6	9	*9	2,658.00	255,612	8
Ninth						
Tenth						
Eleventh	4	5	5	650.00	175,834	5
Total	35	49	50	6,310.40	1,719,502	51
Total as per report for the fiscal year ended June 30, 1891	37	50	51	4,314.00	1,758,841	60
Decrease	2	1	1	†1,995.50	39,339	9

* Including one acting clerk for summer service.

† Increase.

	Miles.
Total routes	6,310.40
Total annual service	1,719,502
Average annual distance run by crews	35,092



TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and year ended

Initial and terminal stations running east to west, north to south, northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Abbeville and House Creek, Ga.	4	121067	Abbeville, House Creek, Ga.	Abbeville and Waycross R. R.
Aberdeen and Candor, N. C.	3	118043	Aberdeen, Candor, N. C.	Aberdeen and West End ..
Aberdeen and Muldon, Miss.	4	128007	Muldon, Aberdeen, Miss.	Mobile and Ohio R. R.
Adelphi and Kingston, Ohio	5	181099	Adelphi, Kingston, Ohio	Cincinnati, Hocking Valley and Huntington Rwy.
Ætna and Mannie, Tenn.	5	127033	Ætna, Mannie, Tenn.	Southern Iron Co.
Alameda and San Francisco, Cal.	8	176026	San Francisco, Alameda, Cal.	Cent. Pac. R. R.
Alamosa and Del Norte, Colo.	7	165011	Alamosa, Del Norte, Colo.	Denver and Rio Grande R. R.
Albia and Centerville, Iowa.	6	143093 145015 (part.)	Albia, Relay (n. o.), Iowa. Relay (n. o.), Centerville, Iowa.	Centerville, Moravia and Albia. Keokuk and Western.
Alden and Eldora Junction, Iowa.	6	143088	Eldora Junction, Alden, Iowa.	Chicago, Iowa and Dakota.
Alderson and Luzerne	2	110170	Luzerne, Alderson, Pa.	Lehigh Valley R. R.
Alexandria and Alexandria Jet (n. o.) Va.	3	114004	Alexandria, Round Hill, Va.	Richmond and Danville.
Alford and Montrose	2	110199	Alford, Montrose, Pa.	Lackawanna and Montrose R. R.
Allen Station (n. o.) and Neilhart, Mont.	10	163015	Allen Station, (n. o.) Neilhart, Mont.	Mont. Central R. R.
Allisonia and Sylvatus, Va.	8	114052	Allisonia, Sylvatus, Va.	Norfolk and Western.
Alma and Ithaca, Mich.	9	187030	East Saginaw, Ithaca, Mich.	Detroit, Lansing and Northern.
Alta and Bingham Junction (n. o.), Utah.	8	169006	Bingham Junction (n. o.), Alta, Utah.	Rio Grand West Rwy.
Alton and Scotia, Cal.	8	178070	Alton, Scotia, Cal.	Pacific Lumber Co.'s R. R.
Alton Bay and Lakeport, N. H.	1	102024	Alton Bay, Lakeport, N. H.	Concord and Montreal R. R.
Alton Junction and Alton, Ill.	5	135061	Alton Junction (n. o.), Chicago, and Alton Junction (n. o.), Ill.	Indianapolis and St. Louis Rwy.
Altoona and Henrietta	2	110036	Altoona and Henrietta, Pa.	Pennsylvania R. R.
Amory and Aberdeen, Miss.	4	126024	Amory, Aberdeen, Miss.	Kan. City, Mem. and Birmingham R. R.
Anglesea Junction and Holly Beach.	2	109061	Anglesea Junction (n. o.), Holly Beach, N. J.	West Jersey R. R.

parts of railroads over which no railway post-offices run, in operation during the fiscal June 30, 1892.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
12.50	8,478	6	6	.....	.....
25.36	15,926	6	10	July 1, 1892	66	Connects Raleigh and Charlotte R. P. O. at Aberdeen, N. C.
9.46	13,649	14	8	....do.....	189	
10.99	13,908	12	12	July 1, 1888	140	
21.55	11,249	6	10	.....	.....
11.26	57,696	46	37	July 1, 1890	503	Service established September 1, 1891. 6 additional trips inward daily. Supplied by initial and terminal offices. 5 pouches sent to Alameda and Oakland over route 176031 returned by this route. Ogden, Utah, and San Francisco, Cal., Portland, Oregon, and San Francisco, Cal., and San Francisco and Los Angeles, Cal. R. P. O.'s pouch to Alameda from Oakland Pier. Alameda and Oakland exchange with Berkeley and West Berkeley.
(¹)	78,838	27	62	....do.....	321	Connects at Alamosa with the Salida and Silverton, Colo., R. P. O., and the F. Garland and Alamosa pouch service. 14 round trips per week from Feb. 21 to June 20 (120 days). 21.84 miles covered by the Pueblo and Creede, Colo., R. P. O. (See Table A*.)
24.63	15,468	6	24	July 1, 1891	121	Distance (2 miles) covered by Keokuk and Humeston, Iowa, R. P. O. Supplied by initial and terminal offices. Connects at Albia, Iowa, with the Burlington and Council Bluffs, Iowa, R. P. O. at Centerville, Iowa, with Davenport, Iowa, and St. Joseph, Mo., R. P. O. and with Keokuk and Humeston, Iowa, R. P. O. and at Moravia, Iowa, with Cedar Rapids, Iowa, and Kansas City, Mo., R. P. O.
(¹)						Supplied by Eldora and Iowa Falls, Iowa, and by Tama and Hawarden, Iowa, R. P. O. Connects at Eldora, Iowa, with Austin, Minn., and Ottumwa, Iowa, R. P. O. at Iowa Falls, Iowa, with Dubuque and Sloux City, Iowa, R. P. O. and Cedar Rapids, Iowa, and Watertown, S. Dak. R. P. O.
26.42	33,173	12	36	....do.....	246	
13.26	16,655	12	20	July 1, 1889	70	
1.80	2,261	12	18	....do.....	793	Connects lines centering at Alexandria, Va. Balance of route (48.30 miles) covered by the Washington and Round Hill R. P. O.
11.19	21,062	18	12			
56.45	17,612	3	10	.....	.....	Supplied by Great Falls, Mont. Connects at Allen Station (n. o.), Mont., with Sand Conle and Great Falls, Mont., closed pouch service.
11.51	7,228	6	12	July 1, 1892	60	Connects Pulaski City and Monerat R. P. O. at Allissonia, Va.
7.20	13,565	18	13	....do.....	1,231	Balance of route (38.76 miles) covered by the East Saginaw and Howard City R. P. O.; at Alma, Mich., connects the East Saginaw and Howard City R. P. O.
18.20	13,322	7	4	July 1, 1890	14	Supplied by Salt Lake City, Utah. Connects at Bingham Junction (n. o.) with Denver, Colo., and Ogden, Utah, R. P. O.
7.20	9,792	13	10	....do.....	41	Initial and terminal offices exchange, and supplied by Eureka and Hydeaville R. P. O.
17.64	11,080	6	14	Sept. 15, 1890	36	Initial and terminal offices exchange. Connects at Alton Bay with Alton Bay and Dover R. P. O.
4.16	10,450	24	8	July 1, 1887	169	
27.90	52,564	18	48	July 1, 1889	367	
13.98	20,466	14	8	July 1, 1892	212	
7.78	9,772	12	14	July 1, 1889	68	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Ansonia and New Haven, Conn.	1	108017	New Haven, Ansonia, Conn.	New Haven and Derby R. R.
Arcoata Wharf (n. o.), Blue Lake, Cal.	8	176052	Arcoata Wharf (n. o.), Blue Lake, Cal.	Arcoata and Mad River R. R.
Ashburnham and Ashburnham Junction (n. o.), Mass.	1	104070	Ashburnham, Ashburnham Junction (n. o.), Mass.	Fitchburg R. R.
Aspen Junction and New Castle, Colo.	7	165039	Aspen Junction, New Castle, Colo.	Colorado Midland
Artesia and Starkville, Miss.	4	126015	Artesia, Starkville, Miss.	Mobile and Ohio R. R.
Atco and Mullica Hill	2	109035	Atco, Mullica Hill, N. J.	Atlantic City R. R.
Athens and Abbotsford, Wis.	10	139072	Abbotsford, Athens, Wis.	Abbotsford and Nor. Eastern.
Atlantic and East Milton, Mass.	1	104065	Atlantic, East Milton, Mass.	Old Colony R. R.
Atlantic and Griswold, Iowa.	6	143054	Atlantic, Griswold, Iowa.	Chicago, Rock Island and Pacific.
Atlantic City and Longport.	2	109068	Atlantic City, Longport, N. J.	Camden and Atlantic R. R.
Atkins and Bishopville, S. C.	4	120029	Atkins, Bishopville, S. C.	Bishopville R. R.
Atoka and Lehigh, I. T.	11	153001	Atoka, Lehigh, I. T.	Missouri, Kansas and Texas
Attica and Covington, Ind.	5	133047	Attica, Covington, Ind.	Wabash Rwy.
Attica and Medicine Lodge, Kana.	7	155043	Attica, Medicine Lodge, Kana.	Southern Kansas
Auburn and Hope, R. I.	1	105008	Auburn, Hope, R. I.	New York, Providence and Boston R. R.
Auburn and Warwick, R. I.	1	105010	Auburn, Warwick, R. I.	New York, Providence and Boston R. R.
Auburndale Station (n. o.) and Newton Lower Falls, Mass.	1	104027	Auburndale Station (n. o.) and Newton Lower Falls, Mass.	Boston and Albany R. R.
Audubon and Atlantic, Iowa.	6	143044	Atlantic, Audubon, Iowa.	Chicago, Rock Island and Pacific.
Aurora and Joliet, Ill.	6	135108	Joliet, Aurora, Ill.	Elgin, Joliet and Eastern ..
Au Sable and McKinley, Mich.	9	137089	Au Sable and McKinley, Mich.	Au Sable and Northwestern.
Avoca and Carsons, Iowa.	6	143063	Avoca, Carsons, Iowa.	Chicago, Rock Island and Pacific.
Babcock and Tomah, Wis.	10	139031 (part)	Tomah, Minocqua, Wis.	C., M. and St. Paul

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
13.45	38,010	27	64	July 1, 1889	660	Supplied by initial and terminal offices and by Boston, Providence, and New York, and Boston, Springfield, and New York R. P. O.
12.17	15,286	12	4	July 1, 1890	100	Supplied by Arcata and Eureka, Cal. Receives pouches from San Francisco by steamer for Blue Lake on Sundays and Thursdays. Returns pouches for San Francisco to connect steamer dispatch Wednesdays and Saturdays.
2.71	5,967	21	20	....do	178	Supplied by Boston, and Troy, and Essex Junction, and Boston R. P. O. (314 days).
35.98	28,337	7	20	May 1, 1891	503	Connects at Aspen Junction with the Colorado Springs and Aspen, Colo., R. P. O. at NewCastle with the Denver, Colo., and Ogden, Utah, R. P. O., and at Cardiff, Colo., with Cardiff and Spring Gulch, Colo., pouch service.
11.52	18,862	14	16	July 1, 1892	233	
24.91	31,227	12	22	July 1, 1889	174	
15.08	9,470	8	4	July 1, 1891	41	Supplied by closed pouches from Abbotsford, Wis. Connects at Abbotsford, Wis., with Chicago, Ill., Abbotsford, Wis., and Minneapolis, Minn., and Duluth, Minn., and Abbotsford, Wis. R. P. O.
2.30	4,333	18	21	July 1, 1889	134	Supplied by Boston, Mass.
15.18	19,066	12	18	July 1, 1891	338	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Griswold, Iowa, with Griswold and Red Oak, Iowa, pouch service and at Atlantic, Iowa, with Audubon and Atlantic, Iowa, pouch service.
7.08	8,892	12	12	July 1, 1889	56	
15.79	9,916	6	8	July 1, 1892	54	
9.25	11,618	12	10	July 1, 1890	155	Double daily service, except Sundays. Connects at Atoka, I. T., with Sedalia, Mo., and Denison, Texas, R. P. O.
15.78	19,320	12	8	July 1, 1892	55	
21.61	31,637	14	22	July 1, 1890	286	Connects at Attica with the Mulvane, Kans., and Panhandle, Tex., R. P. O.
10.65	23,409	21	20	July 1, 1889	209	Supplied by Providence, R. I. (314 days).
7.50	9,520	12	12	....do	41	Supplied by Providence, R. I.
2.02	4,440	21	24	....do	107	Supplied by initial and terminal offices, and Boston, Mass. (314 days).
25.98	32,681	12	50	July 1, 1891	466	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa R. P. O. Connects at Audubon, Iowa, with Manning and Audubon, Iowa, pouch service, and at Atlantic, Iowa, with Atlantic and Griswold, Iowa, pouch service.
28.70	29,767	12	20	Apr. 7, 1890	165	Supplied by initial and terminal offices. Connect at Joliet, Ill., with Chicago, Ill., and St. Louis, Mo., R. P. O., and with Chicago, Ill., and West Liberty, Iowa, R. P. O. Connects at Aurora, Ill., with all lines centering there.
36.77	23,091	6	4	July 1, 1892	63	At An Seble, Mich., connects the Mack City and Detroit R. P. O.
17.74	22,281	12	16	July 1, 1891	278	Supplied by initial and terminal offices, and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Carsons, Iowa, with Carsons and Hastings pouch service, and at Avoca, Iowa, with Harlan and Avoca, Iowa, pouch service.
29.89	37,529	12	10	....do	1,011	Balance of route covered by Minocqua and New Lisbon, Wis., R. P. O. (see Table A ¹). Supplied by Tomah, Wis., and Minocqua and New Lisbon R. P. O. Connects at Tomah, Wis., with Chicago, Ill., and Minneapolis, Minn., R. P. O.; at Valley Junction, Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.; at Mathers, Wis., with Goodyear and Mathers, Wis., closed-pouch service, and at Babcock, Wis., with Vesper and Babcock, Wis., closed-pouch service.
	9,232	16	10			² Six round trips per week between Mathers and Tomah, Wis.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract, designation, terminal of route.	Corporate title of company.
Balcony Falls and Lexington, Va.	3	114029	Balcony Falls, Lexington, Va.	Chesapeake and Ohio
Baldwin and Gunnison, Colo.	7	165038	Gunnison, Baldwin, Colo.	Denver, South Park and Pacific.
Baldwin and Louisa, La.	11	149015	Baldwin, Louisa, La.	Morgan's Louisiana and Texas R. R. and Steamship Company.
Ballston Spa and Schenectady, N. Y.	2	107025	Schenectady, Ballston Spa, N. Y.	Delaware and Hudson Canal Co.
Baltimore and Annapolis, Md.	3	113028	Baltimore, Annapolis, Md.	Annapolis and Baltimore Short Line.
Baltimore and South Baltimore, Md.	3	113022	Baltimore, South Baltimore, Md.	Baltimore and Ohio
Bangor and Bethlehem	2	110046	Bethlehem, Bangor, Pa.	Central R. R. of New Jersey
Barnegat City and Barnegat City Junction.	2	109056	Barnegat City, Barnegat City Junction (n. o.), N. J.	Pennsylvania R. R.
Barnesville and Thomaston, La.	4	121019	Barnesville, Thomaston, Ga.	Central R. R.
Barre and Junction (n. o.), Vt.	1	103019	Barre and Junction (n. o.), Vt.	Wells River and Montpelier R. R.
Barstow and Mojave, Cal.	8	176042 (part)	Mojave, Barstow, Cal.	Atlantic and Pacific R. R.
Barton and St. Clairsville, Ohio	5	181097	St. Clairsville, Barton, Ohio.	St. Clairsville Co., operating
Bartow and Pottstown	2	110057	Pottstown, Bartow, Pa.	Philadelphia and Reading R. R.
Baton Rouge and Baton Rouge Junction (n. o.), La.	11	149013	Baton Rouge Junction (n. o.), and Baton Rouge, La.	Texas and Pacific
Battle Mountain and Austin, Nev.	8	175003	Battle Mountain, Austin, Nev.	Nevada Central Rwy.
Bayfield and Ashland Junction, Wis.	10	139028 (part)	Hudson, Bayfield, Wis.	Chi., St. P., M. and Om.
Bayhead Junction and Whiting.	2	109054	Whiting, Bayhead Junction (n. o.), N. J.	Pennsylvania R. R.
Bay Junction (n. o.), and Mill Valley, Cal.	8	176073	Bay Junction (n. o.), Mill Valley, Cal.	North. Pac. Coast R. R.
Bay View and Canton Docks, Md.	3	113016	Bay View, Canton Docks, Md.	Phila., Wil'n. and Balto.
Bear Creek and Bear Creek Junction.	2	110181	Bear Creek, Bear Creek Junction (n. o.), Pa.	Lehigh Valley R. R.
Bear Creek Junction (n. o.), and Morrison, Colo.	7	165022	Bear Creek Junction (n. o.), Morrison, Colo.	Denver, South Park and Pacific.
Beaumont and Sabine Pass, Tex.	11	150045	Beaumont, Sabine Pass, Tex.	Sabine and East Texas
Beech Tree Junction and Beech Tree.	2	110178	Beech Tree Junction (n. o.), Beech Tree, Pa.	Buffalo, Rochester, and Pittsburg R. R.
Bellefonte and State College	2	110212	Bellefonte, State College, Pa.	Bellefonte Central R. R.
Belmont and Jefferson, Ga.	4	121045	Belmont, Jefferson, Ga.	Gaines, Jefferson and South R. R.
Belmont and Tilton, N. H.	1	102019	Belmont, Tilton, N. H.	Concord and Montreal R. R.
Benore and Tyrone	2	110113	Tyrone, Benore, Pa.	Pennsylvania R. R.
Benson Mines and Harrisville.	2	107150	Benson Mines, Harrisville, N. Y.	Carthage and Adirondack Railway.
Berkeley and West Oakland, Cal.	8	176024	West Oakland Station (n. o.), Berkeley, Cal.	Central Pacific R. R. (Lessee Berkeley Branch R. R.).

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
21.51	47,286	21	38	July 1, 1889	<i>Pounds.</i> 436	Connects Richmond, Lynchburg and Clifton Forge R. P. O. at Balcony Falls and Baltimore and Lexington R. P. O. at Lexington, Va.
18.29	5,743	8	6	.....	.....	Connects at Gunnison with the Salida and Grand Junction, Colo., R. P. O. and the Crested Butte and Gunnison, Colo., pouch service.
15.46	11,320	7	6	July 1, 1890	61	Connects at Baldwin, La., with New Orleans, La., and Houston, Tex., R. P. O.
15.24	38,283	24	32	....do	251	
25.27	63,478	24	54	July 1, 1889	160	Supplied by closed pouches from Baltimore, Md.
7.63	9,583	12	12	....do	65	Do.
31.51	39,577	12	24	....do	240	
8.96	11,254	12	8	....do	31	
16.35	20,535	12	12	July 1, 1892	84	
4.22	2,650	6	8	July 1, 1890	23	Connects at Junction (n.o.) with Lancaster and Montpelier R. P. O.
71.30	52,192	7	16	....do	4,474	Connects at Barstow with Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.; at Mojave with San Francisco and Los Angeles, Cal., R. P. O.; balance of route covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.
4.86	5,476	12	8	July 1, 1888	68	
12.04	24,567	18	24	July 1, 1889	244	
10.96	8,023	7	12	July 1, 1890	157	Connects at Baton Rouge Junction (n.o.), La., with New Orleans, La., and Marshall, Tex., R. P. O.
94.52	39,490	8	8	July 1, 1886	164	Connects at Battle Mountain, Nev., with Ogden, Utah, and San Francisco, Cal., R. P. O.
21.21	28,846	13	20	July 1, 1891	2,206	Initial and terminal offices also exchange. Balance of route covered by Ashland and Eau Claire, Wis., and Duluth, Minn., Spooner, Wis., and St. Paul, Minn., R. P. O. (See Table A.)
28.59	35,909	12	20	July 1, 1889	39	Connects at Ashland Junction, Wis., with Ashland and Eau Claire, Wis., and Duluth, Minn., and Abbotsford, Wis., R. P. O.'s. Supplied by Ashland, Wis.
1.75	1,805	13	4	Sept. 28, 1891	37	New service established Sept. 28, 1891. Supplied by closed pouches from San Francisco, Cal.
2.10	655	8	2	July 1, 1889	128	Connects New York and Washington R. P. O. at Bay View (n.o.), and Baltimore and Norfolk R. P. O. at Canton Docks.
5.43	3,410	6	4	....do	19	
9.53	12,952	14	6	July 1, 1890	135	Trains are run direct from Denver, Colo., to Morrison and return; from Denver to Bear Creek Junction (n.o.), over route 165005.
30.60	12,273	6	2	....do	32	Connects at Beaumont, Tex., with New Orleans, La., and Houston, Tex., R. P. O.; also with Rockland and Beaumont, Tex., R. P. O.
3.03	3,906	12	4	July 1, 1889	58	
20.16	37,981	18	8	.....	.....
12.34	8,338	6	8	July 1, 1892	90	
6.32	8,566	12	14	Nov. 17, 1889	108	Supplied by St. Albans and Boston, Lancaster and Boston, and Portsmouth and Concord R. P. O.
25.91	32,543	12	20	July 1, 1889	92	
22.45	28,197	12	12	Nov. 10, 1890	66	
5.06	24,328	46	56	July 1, 1890	400	Offices on this line supplied by San Francisco and Oakland, Cal., Ogden, Utah, and San Francisco, Cal., R. P. O. train 4 and San Francisco and Los Angeles, Cal., R. P. O. train 18, pouches to Berkeley.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Berlin and Garrett.....	2	110090	Berlin, Garrett, Pa	Baltimore and Ohio R. R. ..
Bermuda Hundred and Chester, Va.	3	114017 (part)	Bermuda Hundred, Winterpock, Va.	Farmville and Powhatan..
Bernardsville and Gladstone..	2	109071	Bernardsville, Gladstone, N. J.	Passaic and Delaware Extension R. R.
Berrien Springs and Buchanan, Mich.	9	137085	Buchanan, Berrien Springs, Mich.	St. Joseph Valley.....
Bessemer and Craig City, Va. ...	3	114053	Bessemer, Craig City, Va ...	Chesapeake and Ohio.....
Bessemer Junction (n. o.), Mich., and Iron River, Wis.	10	137081 (part)	Nestoria, Mich., Iron River, Wis.	Dul., So. S. and Atl.....
Bessemer, Mich., and Mellen, Wis.	10	137071	Bessemer, Mich., Mellen Wis.	Nor. Pac
Buelah and Elkader, Iowa....	6	143023	Buelah, Elkader, Iowa.....	Chicago, Milwaukee and St. Paul.
Bingham Junction (n. o.) and Bingham Canyon, Utah.	8	169004	Bingham Junction (n. o.), Bingham Canyon, Utah.	Rio Grande Western Rwy.
Birmingham and Botsford, Conn.	1	106026	Birmingham, Botsford, Conn	Housatonic R. R.
Birmingham Junction (n. o.) and Blockton, Ala.	4	124039	Birmingham Junction, Blockton, Ala.	E. Tenn., Va. and Ga. R. R.
Blanchester and Hillsboro, Ohio.	5	131017	Blanchester, Hillsboro, Ohio	Baltimore and Ohio Southwestern Rwy.
Black Rock and Buffalo	2	107126	Buffalo, Black Rock, N. Y ..	Grand Trunk Railway of Canada.
Bloomfield and Tryonville Station.	2	110068	Bloomfield, Tryonville Station (n. o.), Pa.	Western N. Y. and Penna. R. R.
Bloomsburg and Rupert, Pa....	2	110177	Bloomsburg, Rupert, Pa	Philadelphia and Reading R. R.
Boelus and Pleasanton, Nebr...	6	157058	Boelus, Pleasanton, Nebr ...	Omaha and Republican Valley.
Boise City and Nampa, Idaho ..	6	170004	Nampa, Boise City, Idaho...	Idaho Central
Bombay and Moira.....	2	107146	Bombay, Moira, N. Y.....	Central Vermont R. R.
Bon Air Coal Mine and Sparta, Tenn.	5	127013 (part)	Bon Air Coal Mine, Tullahoma, Tenn.	Nashville, Chattanooga and St. Louis Rwy.
Boston and Dedham, Mass.....	1	104036	Boston, Dedham, Mass.....	Old Colony R. R.
Boston and Waltham, Mass....	1	104072	Boston, Waltham, Mass.....	Fitchburg R. R.
Boston and Winthrop, Mass...	1	104078	Boston, Winthrop, Mass	Boston, Revere Beach and Lynn R. R.
Boulder Creek and Felton, Cal.	8	176045	Felton, Boulder Creek, Cal..	South Pac. Coast Rwy
Boulder and Sunset, Colo.....	7	165029	Boulder, Sunset, Colo	Union Pacific.....
Bowling Green and North Baltimore, Ohio.	5	131107	Bowling Green, North Baltimore, Ohio.	Bowling Green Rwy.....
Bowling Green and Tontogany, Ohio.	5	131070	Tontogany, Bowling Green, Ohio.	Bowling Green and Toledo Rwy.
Bradford and Kinsua, Pa	2	110188	Bradford, Kinsua, Pa	Western N. Y. and Penna. R. R.
Brainards, N. J., Bangor Junction, Pa.	2	110115	Bangor Junction (n. o.), Pa., Brainards, N. J.	Bangor and Portland Railway.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
8.45 10.50	10,618 6,584	12 6	8 4	July 1, 1889.....do	Pounds 94 31	Connects Washington and Wilmington R. P. O. at Chester, 14.50 miles covered by Chester and Farmville R. P. O. and 3 miles covered by closed-pouch service. (See Coalboro (n.o.) and Winterpock, Va., this table.)
7.96	9,985	12	8	.....do .....	.....do	
11.88	7,450	6	10	July 1, 1892	165	At Buchanan, Mich., connects the Detroit and Chicago and Detroit, Three Rivers and Chicago.
26.08	23,447	12	20	.....do	• 198	Connects Richmond and Clifton Forge R. P. O. at Bessemer, Va.
74.64	109,278	14	28	.....do	538	¹ Balance of route covered by Marquette and Bessemer Mich., R. P. O. (see table A*); supplied by Duluth, Minn., and Marquette and Bessemer, Mich., R. P. O. Connects at Saxon, Wis., with Ashland and Milwaukee, Wis., R. P. O., at Marengo, Wis., with Duluth, Minn., and Abbotsford, Wis., R. P. O.
33.72	45,859	13	24	.....do	164	Supplied by initial and terminal offices, Ashland, Wis., and Duluth, Minn., and Abbotsford, Wis., R. P. O. Connects at Bessemer, Mich., with Ashland and Milwaukee, Wis., and Marquette and Bessemer, Mich., R. P. O.'s, and at Hurley, Wis., with Hurley and Pence, Wis., and Hurley and Monico, Wis., closed-pouch service.
19.56	12,283	6	18	July 1, 1891	122	Supplied by initial and terminal offices and by McGregor, Iowa, and Chamberlain, S. Dak. R. P. O.
17.01	12,451	7	4	July 1, 1890	67	Supplied by Salt Lake City, Utah. Connects at Bingham Junction (n.o.) with Denver, Colo., and Ogden, Utah, R. P. O.
14.24	17,885	12	40	July 1, 1891	377	Supplied by New Haven, Conn., and Pittsfield and Bridgeport R. P. O.
30.77	19,328	7	20	July 1, 1892	86	
21.92	27,528	12	38	.....do	719	
4.59	5,765	12	10	July 1, 1889	210	
10.07	6,824	6	12	.....do	59	
2.19	2,751	12	6	Nov. 1, 1889	54	
22.76	14,293	6	4	Dec. 19, 1890	62	Supplied by Loup City and Grand Island, Nebr., R. P. O.
26.09	16,761	14	10	July 1, 1889	578	Connects at Nampa, Idaho, with Cheyenne, Wyo., and Huntington, Oregon, R. P. O.
8.22	5,853	6	2	July 24, 1890	41	
7.13	4,471	6	4	July 1, 1892	657	Balance of route covered by Sparta and Tullahoma R. P. O., 60.54 miles. (See Table A*.)
8.74	18,350	18	51	July 1, 1889	627	Supplied by Boston, Mass.
10.71	8,738	18	24	.....do	816	Discontinued Dec. 5, 1891.
4.70	8,855	18	6	.....do	232	Supplied by Boston, Mass.
8.32	11,306	13	12	July 1, 1890	25	Connects at Felton, Cal., with San Francisco and Santa Cruz, Cal., R. P. O. Supplied also by Felton, San Francisco, Cal., exchanges with Boulder Creek and Ben Lomond, Cal.
12.32	9,750	7	16	.....do	126	Connects at Boulder with Greely and Denver, Colo., R. P. O., and the Erie and Boulder pouch service.
15.61	19,606	12	14	Aug. 25, 1890	80	
6.43	12,005	18	8	July 1, 1892	164	
29.09	36,537	12	18	Nov. 11, 1890	100	
4.57	8,610	18	24	July 1, 1889	296	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, northwest to south-east.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Brandon and Markesan, Wis..	10	139055	Brandon, Markesan, Wis....	Chic., Mil. and St. P.....
Brandon and Tupper Lake, Wis.	2	107052 (part)	Molra, Tupper Lake, N. Y. ..	Northern Adirondack R. R.
Brasil and Saline City, Ind.	5	133053	Brasil, Saline City, Ind.	Evansville and Indianapolis Rwy.
Bremo Bluff and Arvonis, Va. ...	3	114041	Bremo Bluff, Arvonis, Va....	Chesapeake and Ohio
Bridgton and Bridgton Junction (n. o.), Me.	1	101022	Bridgton Junction (n. o.), Bridgton, Me.	Bridgton and Saco River R. R.
Bridgeport and Exton.....	2	110007	Bridgeport, Exton, Pa.....	Philadelphia and Reading R. R.
Brigantine Junction and Brigantine.	2	109074	Brigantine Junction (n. o.), Brigantine, N. J.	Atlantic City R. R.....
Brinkley and Pine City, Ark..	11	147028	Brinkley, Pine City, Ark....	Brinkley, Helena and Indian Bay.
Brisben and Gross Run Junction.	2	110120	Brisben, Gross Run Junction (n. o.), Pa.	Pennsylvania R. R.....
Bristol and Franklin, N. H....	1	102020	Bristol, Franklin, N. H.....	Boston and Maine R. R
Brookfield Junction (n. o.) and Danbury, Conn.	1	106022	Danbury, Brookfield Junction (n. o.), Conn.	Housatonic R. R.....
Browns Mills and Browns Mills Junction.	2	109070	Browns Mills, Browns Mills Junction (n. o.), N. J.	Pennsylvania R. R.....
Brownwood and Zalma, Mo....	7	145055	Brownwood, Zalma, Mo.....	Cape Girardeau Southwestern.
Bryant and Antigo, Wis.....	10	139060	Antigo, Bryant, Wis.....	Mil., L. S. and Wes.....
Buckeye Cottage and Redfield, Ohio.	5	131085 (part)	Fultonham, Redfield, Ohio ..	Columbus and Eastern Rwy
Buckhannon and Shelbyville, W. Va.	3	116031	Buckhannon, Shelbyville, W. Va.	West Virginia and Pittsburgh.
Buffalo Gap and Hot Springs, S. Dak.	10	159025	Buffalo Gap, Hot Springs, S. Dak.	F., Elk. H. and Mo. Val
Buffalo Jct. and Buffalo Lithia Springs, Va.	3	114048	Buffalo Jct. and Buffalo Lithia Springs, Va.	Atlantic and Danville
Burke and Wallace, Idaho.....	8	170007	Wallace and Burke, Idaho ..	Wash. and Idaho R. R
Burlington and Lumberton....	2	109007	Burlington, Lumberton, N. J	Pennsylvania R. R.....
Bustleton railroad station and Holmesburg Junction.	2	110161	Holmesburg Junction (n. o.), Bustleton railroad station (n. o.), Pa.	Pennsylvania R. R.....
Buzzards Bay and Woods Holl, Mass.	1	104045	Buzzards Bay, Woods Holl, Mass.	Old Colony R. R
Cadosia, N. Y., and Scranton, Pa.	2	107148	Cadosia, N. Y., Scranton, Pa.	New York, Ontario and Western R. R.
Calais and Princeton, Me.....	1	101017	Calais, Princeton, Me	St. Croix and Penobscot R. R.
Calamine and Plattville, Wis..	10	139021	Calamine, Plattville, Wis ...	Chi., M. and St. Paul
Calumet and Houghton, Mich. .	10	127067	Houghton, Calumet, Mich...	Mine Range
Cambridge City and Connerville, Ind.	...	181031 (part) 133055 (part)	Harrison, Ohio, Beesons, Ind. Beesons, Hagerstown, Ind ..	White Water
				White Water

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
11.91	7,479	6	12	July 1, 1891	161	Supplied by Brandon, Wis., and Oshkosh and Milwaukee, Wis., R. P. O.
23.55	14,789	6	6	July 1, 1890	206	Balance of route, 33 miles, covered by Moira and Brandon R. P. O. (See Table A*.)
12.31	7,731	6	10	July 1, 1892	78	
4.93	3,096	6	4	July 1, 1889	18	Connects Richmond, Lynchburg, and Clifton Forge R. P. O. at Brems Bluffs.
16.28	20,448	12	18	July 1, 1889	305	Supplied by Portland and Swanton R. P. O.
16.93	21,264	12	20	....do	98	
14.54	9,131	6	6	.....	.....
24.87	15,618	6	18	Nov. 3, 1890	216	Connects at Brinkley, Ark., with Jacksonport and Brinkley, Ark., R. P. O. Connects at Pine City, Ark., with Helena and Clarendon, Ark., R. P. O.
1.07	672	6	2	July 1, 1889	61	
13.42	16,856	12	24	....do	319	Supplied by initial and terminal offices and by St. Albans and Boston, Claremont and Lowell R. P. O's.
5.80	16,891	27	16	....do	263	Danbury with Pittsfield and Bridgeport R. P. O.
1.92	2,412	12	4	Mar. 3, 1890	41	
8.87	5,570	6	8	July 1, 1891	65	Connects at Brownwood with Cape Girardeau and Hunter, Mo., R. P. O.
8.99	5,646	6	4	....do	35	Supplied by Antigo, Wis.; connects at that point with Ashland and Milwaukee, Wis., R. P. O.
2.51	3,153	12	4	July 1, 1888	54	Balance of route covered by Columbus and Shawnee R. P. O., 4.60 miles. (See table A*.)
26.01	16,334	6	14	Oct. 12, 1892	162	Connects Clarksburg and Buckhannon R. P. O., at Buckhannon.
13.67	20,013	14	20	Mar. 16, 1891	265	Supplied by Buffalo Gap, S. Dak., and Long Pine, Nebr., and Deadwood, S. Dak., R. P. O.
3.78	4,748	12	4	July 21, 1890	113	Connects Norfolk and Danville R. P. O. at Buffalo Lithia Springs.
6.97	4,238	7	4	Sept. 1, 1892	98	New service established September 1, 1891, in place of 170003 discontinued. Connects at Wallace with Mullan, Ida., and Tekoa, Wash., R. P. O.
10.35	13,000	12	4	July 1, 1889	184	
4.05	6,859	15	10	July 1, 1890	171	
17.83	22,394	12	55	....do	553	Connects at Buzzards Bay with Boston and Cape Cod R. P. O.
54.47	34,207	6	24	July 1, 1891	63	
21.28	13,364	6	8	July 1, 1889	135	Supplied by initial and terminal offices.
18.74	35,307	18	26	July 1, 1891	317	Supplied by initial and terminal offices and Rockford, Ill., and Mineral Point, Wis., R. P. O.
15.66	32,802	20	78	July 1, 1892	936	Connects at Plattville, Wis., with Lancaster, Wis., and Galena, Ill., R. P. O.
						*Supplied by Houghton, Mich., Mackinaw City and Houghton, Mich., and Marquette and Bessemer, Mich., R. P. O.
						¹ Twenty-eight of these are to and from route 137069, carried only 1 mile by this route, transferred at junction opposite Houghton, Mich.
5.60	7,084	12	24	....do	518	Commencing Sept. 23, 1891, Cambridge City and Cincinnati R. P. O. curtailed to end at Connersville, leaving closed-pouch service between Connersville and Cambridge City (12.22 miles). Balance of route Harrison, Ohio, to Connersville, Ind., covered by Connersville and Cincinnati R. P. O. (43.32 miles). (See Table A*.) For balance of route (7.53 miles) see Hagerstown and Cambridge City, Table C*.)
6.62	9,520	.....	.....	....do	21	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Camden and Grenloch.....	3	109073	Camden, Grenloch, N. J.....	Atlantic City R. R.....
Camden, N. J., and Philadelphia, Pa.	2	109015 (part.)	Philadelphia, Pa., Atlantic City, N. J.	Camden and Atlantic R. R.
Cameron and Carthage, N. C....	3	118036	Cameron, Carthage, N. C....	Raleigh and Augusta Air Line.
Cameron and Kansas City, Mo.	7	145060	Cameron, Kansas City, Mo..	Chicago, Rock Island and Pacific.
Campbell and Kennett, Mo....	7	145079	Campbell, Kennett, Mo	St. Louis, Kennett and Southern.
Campbell and New Almaden, Cal.	8	176049	Campbell, New Almaden, Cal.	South Pac. Coast Rwy.....
Canada Line and Rouses Point, N. Y.	2	107066	Canada Line (n. o.), Rouses Point, N. Y.	Central Vermont R. R.....
Canada Line (n. o.) and St. Albans, Vt.	1	103006	St. Albans, Vt., Canada Line (n. o.).	.....do
Canton Junction (n. o.) and Stoughton, Mass.	1	104037	Canton Junction (n. o.) and Stoughton, Mass.	Old Colony R. R.....
Cape Vincent and Watertown.	2	107035	Watertown, Cape Vincent, N. Y.	Rome, Watertown and Ogdensburg R. R.
Carbondale, Ill., and Cape Girardeau, Mo.	7	135039	Carbondale, Ill., Cape Girardeau, Mo.	Grand Tower and Carbondale.
Carbon Center, Mo., and Miami, Kans.	7	145041	Carbon Center, Mo., Miami, Kans.	Kansas City, Ft. Scott and Memphis.
Cardiff and Spring Gulch, Colo.	7	165046	Cardiff, Spring Gulch, Colo..	Colorado Midland.....
Cardigan Junction (n. o.) and St. Paul, Minn.	10	141002	St. Paul, Cardigan Junction (n. o.), Minn.	Minn., St. Paul and Sault de Ste. Marie.
Carey and Findlay, Ohio.....	5	131021	Carey, Findlay, Ohio	Cleveland, Cincinnati, Chicago and St. Louis Rwy.
Carlisle and Carlisle Junction.	2	110052 (part)	Carlisle, Pine Grove Furnace, Pa.	South Mountain Railway and Mining Co.
Carlisle Junction and Shippensburg.	2	110126 (part)	D. and M. Junction (n. o.), Shippensburg, Pa.	Harrisburg and Potomac R. R.
Caru and Vassar, Mich	9	137014	Saginaw, Caro, Mich	Michigan Central.....
Carrington and Sykeston, N. D.	10	161017	Carrington, Sykeston, N. D..	Nor. Pac.....
Carrollton, N. Y., and Bradford, Pa.	2	110024	Bradford, Pa., Carrollton, N. Y.	New York, Lake Erie and Western R. R.
Carroll and Kirkman, Iowa....	6	148071	Carroll, Kirkman, Iowa.....	Chicago and Northwestern.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
18.44 1.27	16,881 21,584	12 162	16 335	July 1, 1889	1,582	¹ Balance of route, 58.83 miles, covered by Phila ¹ and Atlantic City R. P. O. (See Table A*.) ² Not including sacks. Connects Raleigh and Charlotte at Cameron, N. C.
10.78	13,540	12	8	July 1, 1892	148	
54.17	79,805	14	88	July 1, 1891	871	Chicago, Ill., and Kansas City, Mo., R. P. O. runs over same track between Cameron and Kansas City, Mo. Trains over this route carry closed pouches between Kansas City, Mo., and lines connecting there, and Davenport, Iowa, and St. Joseph, Mo., R. P. O., and Davenport, Iowa, and Leavenworth, Kans., R. P. O.
19.50	22,074	14	18	.....	.....	Connect, at Campbell with St. Louis, Mo., and Jonesboro, Ark., R. P. O., and Cairo, Ill., and Texarkana, Ark., R. P. O. Established Sept. 21, 1891.
12.10	7,590	6	6	July 1, 1890	55	(¹) From Sept. 21, 1891, to June 30, 1892, 283 days. Connects at Campbell with San Francisco and Santa Cruz, Cal., R. P. O. San Francisco, Cal., exchanges with New Almaden.
1.60	2,243	14	162	July 1, 1889	3,202	¹ Including sacks.
17.45	10,950	6	8	....do	1,151	Supplied by St. Albans and Boston R. P. O.
3.94	9,896	24	30	....do	247	Supplied by Boston, Mass., Providence, R. I., and Boston and Providence R. P. O.
25.77	82,867	12	32	....do	393	
58.83	79,529	13	50	April 1, 1890	312	Connects at Carbondale with Chicago and Cairo, Ill., R. P. O., and the St. Louis, Mo., and Paducah, Ky., R. P. O.; at Murphysboro, Ill., with the St. Louis, Mo., and Jackson, Tenn., R. P. O.; at Harrison Station (n. o.) with St. Louis, Mo., and Paducah, Ky., R. P. O.; at Cape Girardeau, with Cape Girardeau and Hunter, Mo., R. P. O.
24.12	15,147	6	32	July 1, 1891	198	Connects at Rich Hill with Kansas City and Joplin, Mo., R. P. O., the Kansas City, Mo., and Geneseo, Kans., R. P. O., and the Rich Hill, Mo., and Larned, Kans., R. P. O., at Miami with the Kansas City, Mo., and Memphis, Tenn., R. P. O.
15.35	14,890	6	2	.....	.....	Established February 8, 1892. Connects at Cardiff with Aspen Junction and New Castle pouch service.
8	5,024	6	4	July 1, 1891	64	¹ From February 8, 1892, to June 30, 1892 (143 days). Connects Sault de Ste. Marie, Mich., and Minneapolis, Minn., R. P. O., with St. Paul, Minn., and all lines centering there.
15.50	19,468	12	14	July 1, 1892	189	
6.17	7,750	12	10	July 1, 1889	458	² Balance of route, 12.80 miles, covered by Harrisburg and Gettysburg R. P. O. (see Table A* and Table C). Hunters Run and Pine Grove Furnace.
19.70	37,115	18	24	....do	178	² Balance of route, 9 miles, covered by Harrisburg and Gettysburg R. P. O. (See Table A*.)
13.75	25,905	18	32	July 1, 1892	4,037	At Vassar, Mich., connects the East Saginaw and Port Huron and Mackinaw City and Detroit R. P. O's.
13.14	8,252	6	4	July 1, 1889	100	Balance of route, 22.10 miles, covered by the Mackinaw City and Detroit R. P. O.
11.66	29,290	24	38	....do	791	Supplied by Carrington, N. D., and Leeds and Jamestown, N. Dak. R. P. O.
35.03	43,998	12	82	July 1, 1891	447	Supplied by Carroll and Manning, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Carrol, Iowa, with Carroll and Merville, Iowa, R. P. O., Carroll and Sioux City, Iowa, R. P. O., and at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Manning and Audubon, Iowa, pouch service.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Carson and Hastings, Iowa....	6	143058	Hastings, Carson, Iowa	Chicago, Burlington and Quincy.
Carthage and Bridges, Tenn...	5	127029 (part)	Lebanon, Carthage, Tenn ..	Nashville and Knoxville Rwy.
Carthage Junction (n. o.), and Fertile, Minn.	10	141072	Fertile, Carthage Junction (n. o.), Minn.	Northern Pacific.....
Cartwright and Brockport Junction, Pa.	2	110211	Brockport Junction (n. o.), Cartwright, Pa.	New York, Lake Erie and Western R. R.
Cayuga and Cayuga Junction.	2	107149	Cayuga, Cayuga Junction (n. o.), N. Y.	Lehigh Valley R. R.....
Cedar Falls and Wilson Junction (n. o.), Iowa.	6	143058 (part)	Des Moines, Cedar Falls, Iowa.	Chicago, St. Paul and Kansas City.
Centerville and Yankton, S. Dak.	10	159010	Centerville, Yankton, S. Dak.	Chi. and North West.....
Centralia and Columbia, Mo...	7	145009	Centralia, Columbia, Mo....	Wabash
Chadbourne, N. C., and Conway, S. C.	3	118024	Chadbourne, N. C., Conway S. C.	Wil'n, Chad. and Conway .
Chadbourne and Hub, N. C.	3	118048	Chadbourne, Hub, N. C.	Wil'n, Chad. and Conway .
Chagrin Falls Junction (n. o.), and Chagrin Falls, Ohio.	5	131079	Chagrin Falls Junction (n. o.), Chagrin Falls, Ohio.	Cleveland and Canton Rwy.
Challenge and Brookwayville, Pa.	2	110202	Challenge, Brookwayville, Pa.	New York, Lake Erie and Western R. R.
Chambersburg, Pa., and Edgemont, Md.	2	113021	Edgemont, Md., Chambersburg, Pa.	Western Maryland R. R. ...
Chambersburg and Waynesboro.	2	110077	Chambersburg, Waynesboro, Pa.	Mont Alto R. R.....
Charlotte and Rochester, N. Y.	2	107021	Rochester, Charlotte, N. Y. .	New York Central and Hudson River R. R.
Chatham Station (n. o.) and Harwich Junction (n. o.), Mass.	1	104081	Chatham Station (n. o.), Harwich Junction (n. o.), Mass.	Old Colony R. R.
Chatham and Hudson, N. Y. ...	2	107069	Hudson, Chatham, N. Y.	Boston and Albany R. R. ...
Chehalis and Pee Ell, Wash...	8	171037	Chehalis, Pee Ell, Wash	Nor. Pac. R. R.
Chehaw (n. o.) and Tuskegee, Ala.	4	124019	Chehaw (n. o.), Tuskegee, Ala.	Tuskegee R. R.....
Chenango Junction (n. o.) and Velasco, Tex.	11	150086	Chenango Junction (n. o.), Velasco, Tex.	Velasco Terminal.....
Cherry Valley and Cobleskill, N. Y.	2	107027	Cobleskill, Cherry Valley, N. Y.	Delaware and Hudson Canal Co.
Cherryvale and Coffeyville, Kans.	7	155001 (part)	Lawrence, Coffeyville, Kans	Southern Kansas
Cheviot and Cincinnati, Ohio..	5	121104	Cincinnati, Cheviot, Ohio ...	Cincinnati and Westwood Rwy.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
16.41	11,305	6	16	July 1, 1891	<i>Pounds.</i> 190	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Carson, Iowa, with Avoca and Carson, Iowa, pouch service, and at Hastings, Iowa, with Hastings and Sidney, Iowa, pouch service. Balance of route (30.20 miles) covered by Cookville and Lebanon R. P. O. (See Table A*.)
7.50	2,420	12	12	July 1, 1892	501	Supplied by Grand Forks, N. Dak., and Pembina, N. Dak., and Winnipeg Junction, Minn., R. P. O.
54.79	34,408	6	12	July 1, 1891	949	
2.66	1,070	6	4			
3.62	4,547	12	8	Nov. 10, 1890	23	
7.48	9,395	12	4	July 1, 1891	1,319	¹ Balance of route (99.90 miles) covered by Oelwein and Des Moines, Iowa, R. P. O. (See Table A*.) Connects at Cedar Falls, Iowa, with Dubuque and Sioux City, Iowa, R. P. O.
29.28	39,776	12	22	July 1, 1890	341	Supplied by initial and terminal offices and by Oakes, N. Dak., and Hawarden, Iowa, R. P. O's. Connects at Yankton, S. Dak., with Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O.
22.05	36,205	² 14	36	July 1, 1891	655	Connects at Centralia, Mo., with the St. Louis, Moberly and Kansas City, Mo., R. P. O., the St. Louis Mo., and Council Bluffs, Iowa, R. P. O., and the St. Louis, Louisiana and Kansas City, Mo., R. P. O.
39.17	24,598	6	36	July 1, 1892	235	² Also 6 trips per week one way.
11.25	7,065	6	6	.....do.....	85	
8.57	16,146	18	12	.....do.....	249	
8.86	5,564	6	12	Nov. 2, 1891	78	
21.95	41,354	18	36	July 1, 1889	128	
22.18	27,858	12	22	.....do.....	338	
9.41	17,728	18	8	Nov. 15, 1889	70	
7.04	8,842	12	21	July 1, 1890	220	Connects at Harwich Junction (n. o.) with Boston and Cape Cod R. P. O's.
17.53	22,018	12	21	July 1, 1889	173	
27	216	6	2	.....do.....	.....	New service established June 27, 1892, to admit of an exchange of mails without expense to the Department until regular service is authorized. Initial and terminal offices exchange.
6	7,536	12	8	July 1, 1892	182	
20.25	304	6	2	.....do.....	.....	April 4, 1892, service established. Connects at Chenango Junction (n. o.), Tex., with Houston and Columbia, Tex., railroad.
22.86	28,712	12	16	July 1, 1889	245	
16.66	24,390	14	14	July 1, 1890	2,906	¹ Connects at Cherryvale, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O.; Arcadia and Cherryvale, Kans., R. P. O., and the St. Louis, Mo., and Burtron, Kans., R. P. O., at Coffeyville with Holden, Mo., and Coffeyville, Kans., R. P. O., the Rich Hill, Mo., and Larned, Kans., R. P. O., and the Kansas City, Mo., and Coffeyville, Kans., R. P. O. 127.39 miles of route 155004, between Lawrence and Ottawa, Kans., covered by Lawrence and Gridley, Kans., R. P. O., and 97.80 miles between Ottawa and Cherryvale, Kans., covered by Kansas City, Mo., and Wellington, Kans., R. P. O. (See Table A*.)
7.50	9,420	12	18	May 6, 1889	181	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Chili and Logansport, Ind.....	5	133054 (part)	Butler, Logansport, Ind.....	Wabash Rwy.....
Chippewa and Eau Claire, Wis.	10	133026 (part)	Eau Claire, Abbotsford, Wis.	Nor. Pac.....
Claremont and Belfield, Va.....	3	114084	Claremont, Belfield, Va.....	Atlantic and Danville.....
Claremont and Claremont Junction (n. o.), N. H.	1	102009 (part)	Concord, Claremont Junction (n. o.), N. H.	Boston and Maine R. R.....
Clarion Junction and Clarion, Pa.	2	110147	Clarion Junction (n. o.), Clarion, Pa.	Pittsburg and Western R. R.
Clarke City and Buckingham, Ill.	6	135086	Buckingham, Clarke City, Ill.	Illinois Central.....
Clarkeedale and Minter City, Miss.	4	129017	Clarkeedale, Minter City, Miss.	Louis., New Orleans and Tex. R. R.
Clifton, Ariz., and Lordsburg, N. Mex.	8	167012	Lordsburg, N. Mex., Clifton, Ariz.	Arizona and New Mex. Rwy.
Climax, Ga., and Chattahoochee, Fla.	4	121044	Climax, Ga., Chattahoochee, Fla.	Savannah, Fla. & West. Rwy.
Climax and Ramseur, N. C.....	3	118031	Factory Junc. (n. o.), Ramseur, N. C.	Cape Fear and Yadkins Valley.
Clinton and Ethel, La.....	4	149006	Clinton, Ethel, La.....	Louis., New Or. & Texas R. R.
Cloquet and Carlton, Minn.....	10	141036	Cloquet, Carlton, Minn.....	St. Paul and Duluth.....
Coalboro and Winterpock, Va.	3	114017	Bermuda Hund., Winterpock.	Farmville and Powhatan..
Coburn Junction and Ponca, Nebr.	6	157007	Coburn Junction, Ponca, Nebr.	Chicago, St. Paul, Minn. and Omaha.
Cochran and Hawkinsville, Ga.	4	121038	Cochran, Hawkinsville, Ga..	E. Tenn., Va. and Ga. R. R..
Coeymans Junction and Fullers Station, N. Y.	2	107154	Coeymans Junction, Fullers Station, N. Y.	West Shore R. R.....
Coleman and Mount Pleasant, Mich.	9	137043	Coleman, Mount Pleasant, Mich.	Flint and Pere Marquette..
Colony and Yates Center.....	7	155072	Colony and Yates Center, Kans.	Atchison, Topeka and Santa Fe.
Colorado Springs and Manitou Springs, Colo.	7	165030	Colorado Springs, Manitou Springs, Colo.	Denver and Rio Grande....
Colton and Scofield, Utah.....	8	160009	Colton, Scofield, Utah.....	Rio Grande West. Rwy.....
Columbia Junction and Delaware.	2	108059	Delaware, Columbia Junction (n. o.), N. J.	New York, Susquehanna and Western R. R.
Columbus and Artesia, Miss....	4	126014	Artesia, Columbus, Miss....	Mobile and Ohio R. R.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
21.55	13,533	6	12	July 1, 1892	Pounds. 1,074	Balance of route covered by Detroit and Peru R. P. O. (ninth division).
11.29	24,793	21	20	July 1, 1891	1,849	Connects at Eau Claire, Wis., with Ashland and Eau Claire, Wis.; Eau Claire, Wis., and Wabasha, Minn., and St. Paul, Minn., and Elroy, Wis., R. P. O's.
54.51	34,222	6	42	July 1, 1889	93	² Balance of route covered by Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O. (See Table A*.)
1.64	5,150	30	24	....do	1,063	Connects Norfolk and Lynchburg R. P. O. at Waverly station, Va., and Washington and Wilmington R. P. O. at Belfield.
6.92	12,087	18	12	....do	276	Balance of route (54.90 miles) covered by R. P. O. service (see Table A*), Claremont and Lowell, and Newport and Springfield R. P. O.
9.79	6,148	6	2	July 1, 1891	19	Supplied by Buckingham, Ill., and by Kankakee and Kankakee Junction, Ill., R. P. O.
39.80	25,003	6	18	July 1, 1892	136	
72.01	45,222	6	8	July 1, 1890	105	Connects at Lordsburg, N. Mex., with El Paso, Tex., and Los Angeles, Cal., R. P. P.
32.17	43,751	13	22	July 1, 1892	670	
19.31	12,125	6	24	....do	155	Connects Mt. Airy and Wilmington R. P. O. at Chmax.
8.79	16,560	18	6	July 1, 1890	109	
6.67	8,378	12	18	July 1, 1891	258	Supplied by Carlton, Minn., and Duluth and St. Paul, Minn., R. P. O. Connects at Carlton, Minn., with Duluth and Staples, Minn., R. P. O., and at Cloquet, Minn., with Grand Rapids and Cloquet and Duluth and Cloquet, Minn., closed-pouch service.
3	3,708	12	4	July 1, 1889	31	Connects Ches. and Farm. R. P. O. at Coalboro (n. o.), Va., and 14.50 miles covered by C. and F. R. P. O., and 10.50 miles covered by closed-pouch service. (See Ber. Hund. and Ches., Va., this table.)
16.44	10,324	6	8	July 1, 1890	260	Supplied by Sioux City, Iowa, and Sioux City, Iowa, and Omaha, Nebr., R. P. O. Connects at Coburn Junction, Nebr., with Sioux City, Iowa, and Norfolk, Nebr., R. P. O.
10.52	7,701	7	6	July 1, 1892	216	
19.47	24,454	12	20	.....	
15.03	18,877	12	13	July 1, 1892	254	At Coleman connects the Ludington and Monroe and Manistee and East Saginaw R. P. O.
25.52	16,027	6	22	July 1, 1890	130	At Mount Pleasant, Mich., connects Frankfort and Toledo R. P. O.
5.20	11,419	21	28	July 1, 1890	262	Connects at Colony, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O., and the Butler, Mo., and Madison, Kans., R. P. O.; at Neosha Falls with Junction City and Parsons, Kans., R. P. O.; at Yates Center with the Holden, Mo., and Coffeyville, Kans., R. P. O. and the Kansas City, and Geneseo, Kans., R. P. O.
17.30	10,864	6	6	....do	55	Connects at Colorado Springs, Colo., with the Denver and Glenwood Springs, Colo., R. P. O.; the Denver, Colo., and Ogden, Utah, R. P. O.; the Denver and Pueblo, Colo., pouch service, and the Colorado Springs and Aspen R. P. O.
3.16	1,964	6	4	July 1, 1889	59	Connects at Colton, Utah, with Denver, Colo., and Ogden, Utah, R. P. O.
14.06	20,563	14	10	July 1, 1892	295	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Columbus and La Grange, Tex.	11	150014	Columbus, La Grange, Tex..	Galveston, Harrisburg and San Antonio.
Colusa and Sites, Cal	8	176048	Colusa, Sites, Cal.....	Colusa and Lake Rwy
Como and Buena Vista, Colo ..	7	165031	Como, Buena Vista, Colo	Denver, South Park, and Pacific.
Como and King, Colo	7	165032	Como, King, Colo	Denver, South Park, and Pacific.
Conesus Lake Junction and Lakeville.	2	107047	Conesus Lake Junction (n. o.), Lakeville, N. Y.	Conesus Lake R. R
Confluence, Pa., and Friendsville, Md.	2	110191	Confluence, Pa., Friendsville, Md.	Baltimore and Ohio R. R ..
Conococheague Junction and Graeffenburg.	2	116207	Conococheague, Junction (n. o.), Graeffenburg, Pa.	Chambersburg and Gettysburg R. R.
Cook Street Station (n. o.), and Bellingham, Mass.	1	104033	Cook Street Station (n. o.), Bellingham, Mass.	New York and New England R. R.
Cooperstown and Cooperstown Junction, N. Y.	2	107086	Cooperstown, Cooperstown Junction (n. o.), N. Y.	Cooperstown and Charlotte Valley R. R.
Cooperstown and Sanborn, N. Dak.	10	161007	Sanborn, Cooperstown, N. Dak.	San. Coopra. and Turtle Mts.
Corbitt and Triadelphia, Ohio.	6	131110	Corbitt, Triadelphia, Ohio...	Columbus, Shawnee and Hocking Rwy.
Cornwall and Conewago, Pa ..	2	110154 (part)	Cornwall, Conewago, Pa	Cornwall and Lebanon R. R.
Covington and Hot Springs, Va.	3	114034	Covington, Hot Springs, Va.	Chesapeake and Ohio.....
Crawford and Lexington, Ga..	4	121069	Crawford, Lexington, Ga....	Lexington Terminal R. R..
Cresson and Ebensburg, Pa ...	2	110037	Cresson, Edensburg, Pa	Pennsylvania R. R.....
Crested Butte and Gunnison, Colo.	7	166016	Crested Butte, Gunnison, Colo.	Denver and Rio Grande....
Crown Point and Hammonds-ville, N. Y.	2	107099	Crown Point, Hammonds-ville, N. Y.	Crown Point Iron Co. R. R.
Crystal Falls, Mich., and Florence, Wis.	10	137032 (part)	Powers, Crystal Falls, Mich.	Chic. and Nor. W
Cucharas and El Moro, Colo...	7	165001	Denver, El Moro, Colo	Denver and Rio Grande....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
81.64	19,870	6	10	July 1, 1890	Pounds. 184	Connects at Columbus, Tex., with Houston and El Paso, Tex., R. P. O. Connects at La Grange, Tex., with Taylor and Fayetteville, Tex., R. P. O.
22.25	25,276	7	14	.....do.....	135	Connects at Colusa Junction with Redding and Sacramento, Cal., R. P. O. Seven additional round trips between Colusa and Colusa Junction.
49.12	35,966	7	24	July 1, 1890	147	Connects at Como with the Denver and Leadville, Colo., R. P. O. and the Como and King, Colo., pouch service; at Garo, Colo., with Garo and London, Colo., pouch service; at Schwander Station, Colo. (n. o.), with Schwander Station (n. o.) and Romley, Colo., pouch service; at Buena Vista with Denver and Glenwood Springs, Colo., R. P. O. and Colorado Springs and Aspen, Colo., R. P. O.
4.21	2,644	6	2	.....do.....	24	Trains are run from Como to Buena Vista to Schwander Station (n. o.), thence over route 165014 to Romley.
1.48	1,859	12	4	July 1, 1889	40	Connects at Como with Denver and Leadville, Colo., R. P. O., and the Como and Buena Vista, Colo., pouch service.
17.95	11,273	6	12	May 19, 1890	96	
6.26	7,850	12	12	.....do.....	.....
22.00	28,386	12	58	July 1, 1889	301	Supplied by Boston, Mass., and Newton Circuit R. P. O.
16.58	20,762	12	26	.....do.....	485	
36.17	22,715	6	10	July 1, 1890	147	Supplied by initial and terminal offices; connects at Sanborn, N. Dak., with St. Paul, Minn., and Helena, Mont., R. P. O.
6.73	4,226	6	4	Jan. 1, 1891	23	
16.60	20,850	12	12	July 1, 1889	50	
25.45	15,983	6	12	.....do.....	.....	Connects Chesapeake and Farmville at Coalboro (n. o.), 14.50 miles covered by C. F. and R. R. P. O. and 10.50 miles covered by closed-pouch service. (See Bermuda Hundred and Chesapeake, Va., this table.)
4.65	8,745	18	12	July 1, 1892	170	
11.65	21,949	18	12	July 1, 1889	815	
23.54	20,801	7	14	July 1, 1890	153	Connects at Gunnison with Salida and Grand Junction, Colo., R. P. O., and Baldwin and Gunnison pouch service.
11.95	15,009	12	8	July 1, 1889	67	
16.21	11,865 4,082	7 6	12 18	July 1, 1892	1,857	Balance of route covered by Powers, Mich., and Florence, Wis., R. P. O. (See Table A.) Supplied by Florence, Wis., and Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction (n. o.), Mich., with Iron River Junction (n. o.) and Watermeet, Mich., closed-pouch service.
37.41	65,509	7	4	May 1, 1891	4,623	³ Six round trips between Florence, Wis., and Iron River Junction (n. o.), Mich. Connects at Cucharas, Colo., with Pueblo and Creede, Colo., R. P. O. and Denver, Colo., and Fort Worth, Tex., R. P. O.; at El Moro, Colo., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.; Denver, Colo., and Fort Worth, Tex., R. P. O., and El Moro and Trinidad, Colo., pouch service; 120.14 miles of route 165001 between Denver and Pueblo, Colo., covered by Denver, Colo., and Ogden, Utah, R. P. O., and Denver and Glenwood Springs, Colo., R. P. O., and 49.70 miles between Pueblo and Cucharas, Colo., covered by Pueblo and Creede, Colo., R. P. O. Between Pueblo and Trinidad, Colo., 91.04 miles, from July 1, 1891, to June 20, 1892.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Cucharas and Fort Garland, Colo.	7	165013	Cucharas, Fort Garland, Colo.	Denver and Rio Grande...
Culbertson and Wauneta, Nebr.	6	157065	Culbertson, Wauneta, Nebr.	Burlington, Missouri River, in Nebr.
Cuthbert and Ft. Gaines, Ga.	4	121041	Cuthbert, Fort Gaines, Ga.	Central R. R.
Daguerahonda and Dagus Mines, Pa.	2	110130	Daguerahonda, Dagus Mines, Pa.	Daguerahonda R. R.
Danbury and Marblehead, Ohio.	9	131101	Danbury, Marblehead, Ohio.	Lakeside and Marblehead.
Danville, Mocksville and Southwestern Junction (n. o.) and Leakeville, N. C.	3	118022	Danville, Mocksville, and Southwestern Junction, (n. o.) and Leakeville, N. C.	Danville, Mocksville and Southwestern.
Darlington and Dillon, Ohio...	5	131103	Darlington (n. o.), Dillon, Ohio.	Columbus and Eastern Rwy.
Dayton and Bolles Junction (n. o.), Wash.	8	171008 (part)	Bolles Junction (n. o.), Dayton, Wash.	O., S. L. and W. N. Rwy. .
Dayton and Hunts Junction (n. o.), Wash.	8	171025	Hunts Junction (n. o.), Dayton, Wash.	Oregon and Wash. R. R. ...
Deadwood and Lead, S. Dak. ...	10	159022	Deadwood, Lead, S. Dak.	Deadwood Cen. R. R.
De Land Junction (n. o.) and De Land, Fla.	4	123020	De Land Junction, De Land, Fla.	Jack., Tampa and Key West.
Delano Junction and Ticonderoga, N. Y.	2	107152	Delano Junction (n. o.), Ticonderoga, N. Y.	Delaware and Hudson Canal Co.
Delhi and Walton, N. Y.	2	107050	Walton, Delhi, N. Y.	New York, Ontario and Western R. R.
Del Norte and Creede, Colo.	7	165047	Del Norte, Creede, Colo.	Denver and Rio Grande...
Dempster Junction (n. o.) and Falls of Rough, Kentucky.	5	129046	Dempster Junction (n. o.), Falls of Rough, Ky.	Louisville, Hardinsburg and Western Rwy.
Denver and Pueblo, Colo.	7	165035	Denver, Pueblo, Colo.	Atchison, Topeka and Santa Fe.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
(*)	24, 270	17	24	May 1, 1891	Pounds. 149	Connects at Cucharas with Denver, Colo., and Fort Worth, Tex., R. P. O. and Pueblo and Trinidad, Colo., pouch service; at Fort Garland with Fort Garland and Alamosa pouch service. Also 7 round trips a week between Cucharas and La Veta, and 7 round trips a week between Cucharas and Walsenburg. Service performed between Cucharas and La Veta from July 1, 1891, to May 23, 1892 (328 days), and between Cucharas and Fort Garland from May 23 to June 20, 1892 (28 days). * Covered by Pueblo and Creede, Colo., R. P. O. (See Table A*.)
33.24	20, 875	6	16	.....	.....	Supplied by Culbertson, Nebr., and by Pacific Junction and McCook, Nebr., R. P. O.
23.41	14, 631	6	10	July 1, 1892	184	
6.08	9, 546	15	5	July 1, 1889	116	
8	10, 043	12	18	July 1, 1888	86	At Marblehead Junction connects the New York and Chicago R. P. O. This line was transferred from the Fifth to the Ninth Division by order of Nov. 10, 1891; took effect Nov. 15, 1891.
8.21	5, 156	6	6	July 1, 1892	109	Connects Danville and Stewart R. P. O. at Danville, Mocksville and Southwestern Junction.
9.32	5, 853	6	12	July 1, 1889	36	
15.23	22, 282	14	18	July 1, 1889	1, 999	Connects at Bolles Junction with Spokane, Wash., and Pendleton, Oregon, R. P. O. Balance of route (24.20 miles) covered by this R. P. O. (See Table A*.)
87.30	63, 904	7	26	July 1, 1891	584	Supplied by Spokane, Wash., and Portland, Oregon, R. P. O. from Pasco Junction via Hunts Junction.
2.53	5, 168	14	4	July 1, 1890	196	Connects at Lead, S. Dak., with Piedmont and Lead, S. Dak., closed-pouch service, and at Deadwood, S. Dak., with Long Pine, Nebr., and Deadwood, S. Dak., and Lincoln, Nebr., and Deadwood, S. Dak., R. P. O.'s.
4.10	8, 150	19	6	July 1, 1892	390	
1.75	4, 396	24	10	.....	.....
17.95	33, 818	18	24	July 1, 1889	337	
(†)	19, 360	14	46	.....	.....	Connects at Del Norte with Alamosa and Del Norte, Colo., pouch service. Established February 18, 1892. Covered by Pueblo and Creede, Colo., R. P. O. (See Table A*.) From February 18 to June 20, 1892; 123 days. Commencing December 9, 1891, clerk on Irrington and Fordaville R. P. O. performs service over this route. (See Table A*.)
4.74	2, 616	12	4	July 1, 1892	36	
117.52	220, 902	14	42	July 1, 1890	1, 719	Makes Denver and Pueblo connections; connects at Castle Rock with Denver and Glenwood Springs, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O.; at Colorado Springs with Denver and Glenwood Springs, Colo., R. P. O., Denver, Colo., and Ogden, Utah, R. P. O., Colorado Springs and Aspen, Colo., R. P. O., Colorado Springs and Manitou Springs, Colo., pouch service, Manitou Junction (n. o.) and Colorado Springs, Colo., pouch service, and the St. Joseph, Mo., and Colorado Springs, Colo., R. P. O. Also 7 trips one way; 7 round trips from July 1 to November 29, 1891 (152 days), and 14 round trips from November 29, 1891, to June 30, 1892 (214 days), between Denver and Colorado Springs, Colo. (74 miles).

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract, designation, termini of route.	Corporate title of company.
Derby Line and Newport, Vt.	1	103010 (part)	White River Junction, Derby Line, Vt.	Boston and Maine R. R.
Deshler and Findlay, Ohio.	5	131050	Deshler, Findlay, Ohio.	Columbus, Findlay and Northern Rwy.
Dexter and Arkansas City, Kans.	7	155092	Dexter, Arkansas City, Kans.	Missouri Pacific.
Dillon and Dickey, Colo.	7	165026	Dillon, Dickey, Colo.	Denver, South Park and Pacific.
Dodge City and Montezuma, Kans.	7	155097	Dodge City, Montezuma, Kans.	Dodge City, Montezuma and Trinidad.
Dolomite and Wheeling, Ga. ...	4	124018	Dolomite, Wheeling (n. o.), Ala.	Woodward Iron Co.
Dover and Chester, N. J.	2	109014	Dover, Chester, N. J.	Delaware, Lackawanna and Western R. R.
Dover and Portsmouth, N. H. ...	1	102016	Portsmouth, Dover, N. H.	Boston and Maine R. R.
Dover and Statesboro, Ga.	4	121061	Dover, Statesboro, Ga.	Dover and States. R. R.
Doylestown and Lansdale, Pa. ...	2	110075	Lansdale, Doylestown, Pa. ...	Philadelphia and Reading R. R.
Drakes (n. o.) and Glouster, Ohio.	5	131111	Drakes (n. o.), Glouster, Ohio	Columbus, Shawnee and Hocking Rwy.
Drifton and Monticello, Fla. ...	4	123040	Drifton, Monticello, Fla.	Fla. Cent. and Pen. R. R.
Dresden and Pen Yan, N. Y.	2	107007	Dresden, Pen Yan, N. Y.	Fall Brook Coal Co.
Drummond and Rumsey, Mont. ...	10	163004	Drummond, Rumsey, Mont. ...	Nor. Pac.
Dudley and Saxton, Pa.	2	110138	Saxton, Dudley, Pa.	Huntingdon and Broad Top R. R.
Dudley, S. Dak., and Newcastle, Wyo.	6	157036 (part)	Grand Island, Nebr., New Castle, Wyo.	Burlington and Missouri River in Nebr.
Duluth and Cloquet, Minn.	10	141077	Cloquet, Duluth, Minn.	Nor. Star Con. Co.
Duncannon and New Bloomfield, Pa.	2	110183	Duncannon, New Bloomfield, Pa.	Perry County R. R.
Dunlap (n. o.) and Smithsonia, Ga.	4	121062	Dunlap (n. o.), Smithsonia, Ga.	Smith. and Dunlap R. R.
Dunlor and Cornell, Wash.	8	171006 (part)	Cornell, Dunlor, Wash.	O. S. L. and W. N. Rwy.
Dunellon and Inverness, Fla. ...	4	123041	Dunellon, Inverness, Fla.	Silver Springs, Oc. and Gulf R. R.
Durant and Tchula, Miss.	4	126023	Durant, Tchula, Miss.	Illinois Central R. R.
Eagle and Elkhorn, Wis.	10	139041	Elkhorn, Eagle, Wis.	Chi., M. and St. P.
East Berlin and Berlin Junction, Pa.	2	110033	Berlin Junction (n. o.), East Berlin, Pa.	Western Maryland R. R.
Easthampton and Mount Tom, Mass.	1	104077	Mount Tom, Easthampton, Mass.	Connecticut River R. R.
East Las Vegas and Las Vegas Hot Springs, N. Mex.	7	167007	Las Vegas, Las Vegas Hot Springs, N. Mex.	Atchison, Topeka and Santa Fe.

parts of railroads over which no railway post-offices run, in operation etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
9.44	11,857	12	30	July 1, 1889	<i>Pounds.</i> 6,020	Balance of route (105.15 miles) covered by R. P. O. service (see Table A*), Newport and Springfield R. P. O.
19.06	37,080	18	14	July 1, 1892	458	
26.19	19,171	7	24	July 1, 1890	135	Connects at Dexter, Kans., with Rich Hill, Mo., and Larned, Kans., R. P. O.; at Arkansas City with Beaumont and Anthony, Kans., R. P. O., and the Newton, Kans., and Galveston, Tex., R. P. O., Florence and Arkansas City, Kans., R. P. O.
2.92	1,827	6	2	....do.....	102	Connects at Dickey with Denver and Leadville, Colo., R. P. O.
27.96	8,779	3	8	....do.....	113	Connects at Dodge City with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Herrington and Dodge City, Kans., R. P. O.
4.60	2,898	6	4	July 1, 1892	59	
14.05	17,647	12	12	July 1, 1889	164	
11.05	21,949	18	14	....do.....	208	Connects at Portsmouth, N. H., with Bangor and Boston R. P. O., and North Conway and Boston R. P. O.
10.28	12,911	12	16	July 1, 1892	152	
10.47	39,451	26	26	July 1, 1889	1,161	
8.71	5,470	6	6	Jan. 1, 1891	42	
4.70	6,880	16	12	July 1, 1892	160	
6.55	8,227	12	12	July 1, 1889	77	
31.59	23,124	7	26	July 1, 1890	342	Supplied by initial and terminal offices. Connects at Drummond, Mont., with Helena, Mont., and Spokane, Wash., R. P. O.
5.93	3,724	6	4	July 1, 1889	61	
44.84	23,160	6	22	July 1, 1890	1,290	¹ Balance of route (330.14 miles) covered by Lincoln, Nebr., and Deadwood, S. D., R. P. O. (See Table A*). Supplied by Dudley, S. Dak., and by Lincoln, Nebr., and Deadwood, S. Dak., R. P. O.
(¹)	.....	6	10	.....	.....	¹ Not paid for. Supplied by Duluth, Minn. Connects at Cloquet, Minn., with Cloquet and Carlton, Minn., and Grand Rapids and Cloquet, Minn., closed pouch service.
11.48	21,628	18	8	Dec. 18, 1889	266	
6.54	8,212	12	4	Mar. 5, 1889	36	
53	16,536	3	6	July 1, 1890	850	Connects at Dunlap, Wash., with Spokane, Wash., and Portland, Oregon, R. P. O.; 36.25 miles covered by this R. P. O.
12.20	11,439	6	12	July 1, 1892	162	Balance of route (27.90 miles), Moscow, Idaho, to Colfax, Wash., closed-pouch service.
20.57	16,685	6	16	....do.....	198	No mails are being carried between Washtucna and Connell, Wash.
17.56	11,028	6	10	July 1, 1891	74	Supplied by initial and terminal offices. Connects at Eagle, Wis., with Chicago, Ill., and Prairie du Chien, Wis., R. P. O., and at Elkhorn, Wis., with Racine, Wis., and Rock Island, Ill., R. P. O.
7.26	4,559	6	4	July 1, 1889	81	
3.50	4,296	12	8	.....	.....	Connects at Mount Tom with Newport and Springfield R. P. O.
6.84	12,517	14	10	July 1, 1890	125	Connects at East Las Vegas with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
						¹ Also 7 trips one way.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Easton and Bay Ridge, Md....	2	113030	Easton, Bay Ridge (n. o.), Md.	Baltimore and Eastern Shore R. R.
Easton and Belfast Station, Pa.	2	110158	Easton, Belfast Junction (n. o.), Pa.	Easton and Northern R. R.
Easton and Oxford, Md.....	2	112003 (part)	Clayton, Del., Easton, Md.	Philadelphia, Wilmington and Baltimore R. R.
East Dubuque, Ill., and Dubuque, Iowa.	6	143086	East Dubuque, Ill., Dubuque, Iowa.	Chicago, Burlington and Northern.
East Winona (n. o.), Wis., and Winona, Minn.	10	139078	East Winona (n. o.), Wis., Winona, Minn.	Chi., Burl. and Nor
Eastonton and Machen, Ga.....	4	121070	Machen, Eastonton, Ga	Mid. Georgia and Atlantic R. R.
Ebervale and Lumber Yard Pa.	2	110134	Lumber Yard (n. o.), Ebervale, Pa.	Lehigh Valley R. R.....
Echo and Belton, Tex	11	150041	Echo, Belton, Tex.....	Missouri, Kansas and Texas
Echo City and Park City, Utah	8	169008	Echo City, Park City, Utah.	Echo and Park City R. R..
Eddy, N. Mex., and Pecos, Tex.	11	167009 150079	State Line, Eddy, N. Mex ... Pecos, Tex., Eddy, N. Mex ...	Pecos Valley
Edgar and Superior, Nebr	6	157026 (part)	De Witt, Superior, Nebr....	Pecos River..... Nebraska and Colorado....
Edgefield and Aiken, S. C	4	120031	Aiken, Edgefield, S. C.....	Ch., Cumb. Gap and Chic. R. R.
Edgeley, N. Dak., and Aberdeen, S. Dak.	10	159007 (part)	Ashton, S. Dak., Edgeley, N. Dak.	Chi., M. and St. P
Eland and Wausau, Wis	10	139049	Eland, Wausau, Wis.....	Mil., L. S. and W
Elgin and La Grande, Oregon.	8	173013	La Grande, Elgin, Oregon...	Oreg. Rwy. Ex. Co'..
Elizabethtown and Cecilian, Ky.	5	129010	Elizabethtown, Cecilian, Ky	Newport News and Mississippi Valley Co.
Elkhorn and Boulder Valley, Mont.	10	163013	Boulder Valley, Elkhorn, Mont.	Nor. Pac.....
Elk Rapids and Traverse City, Mich.	9	137093	Baldwin, Elk Rapids, Mich.	Chicago and West Michigan.
Elkton and Guthrie, Ky.....	5	129001	Elkton, Guthrie, Ky	Louisville and Nashville Rwy.
Ellenville and Summitville, N. Y.	2	107113	Summitville, Ellenville, N. Y.	New York, Ontario and Western R. R.
Elloree and Vance, S. C.....	4	120022 (part)	Elloree, Pregnalls, S. C.....	Char., Sumter and North. R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
28.05	52,846	18	30	Apr. 7, 1890	205	
8	15,072	18	18	Dec. 8, 1890	251	
10.62	13,389	12	6	July 1, 1889	634	¹ Balance of route (44.29 miles) covered by Clayton and East. R. P. O. (See Table A ² .)
1.86	2,530	13	14	July 1, 1891	930	Connects Chicago, Oregon, Ill., and Minneapolis, Minn., R. P. O. with Dubuque, Iowa, and all lines centering there.
2.63	5,228	19	10	Apr. 15, 1891	124	Connects Winona, Minn., and lines centering there with Chicago, Oregon, Ill., and Minneapolis R. P. O.
18.60	27,230	14	12	July 1, 1892	205	
6.14	3,856	6	4	July 1, 1889	180	
6.73	9,854	14	10	July 1, 1890	388	Connects at Echo, Tex., with Denison and Taylor, Tex., R. P. O. Connects at Belton, Tex., with Temple and San Angelo, Tex., R. P. O.
28.25	41,504	14	24	.....do	340	Connects at Echo City with Omaha, Nebr., and Ogden, Utah, R. P. O.
						Initial and terminal offices exchange; Ogden and Salt Lake offices exchange with Coalville and Park City.
35.70	56,049	6	5	.....do		Connects at Pecos, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.
53.55						
27.96	17,550	6	16	July 1, 1890	748	¹ Balance of route (57.56 miles) covered by Nebraska City, Nebr., and Cheyenne, Wyo., R. P. O. (See Table A ² .) Connects at Nelson, Nebr., with Fairbury and Nelson, Nebr., R. P. O., and at Superior, Nebr., with Kansas City, Mo., and Oxford, Nebr., R. P. O., and Linwood and Superior, Nebr., R. P. O.
24.87	15,618	6	14	July 1, 1892	123	
64.27	40,362	6	26	July 1, 1890	976	¹ Balance of route covered by Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O. (See Table A ² .) Connects at Edgeley, N. Dak., with La Moure and Edgeley, N. Dak., closed-pouch service; at Ellendale, N. Dak., with Breckenridge, Minn., and Aberdeen, S. Dak., R. P. O., and at Aberdeen, S. Dak., with all lines centering there supplied by initial and terminal offices, and St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.
23.05	43,426	18	30	July 1, 1891	397	Supplied by initial and terminal offices and Ashland and Milwaukee, Wis., R. P. O. Connects at Wausau, Wis., with Minocqua and New Lisbon, Wis., R. P. O., and Wausau and Marshfield, Wis., closed-pouch service.
21.29	12,370	6	12	Mar. 2, 1891	471	Connects at La Grande with Huntington and Portland, Oregon, R. P. O.
6.22	7,812	12	8	July 1, 1892	131	
20.93	15,321	7	6	July 12, 1891	79	Supplied by Boulder Valley, Mont. Connects at that point with Minot, N. Dak., and Butte City, Mont., R. P. O.
21.18	16,520	12	18	July 1, 1892	1,145	New service; established by order of Jan. 8, 1892. Began Feb. 1, 1892. Balance of route (76.90 miles) covered by Traverse City and Grand Rapids R. P. O. At Traverse City connects the Traverse City and Grand Rapids R. P. O. direct and the Mackinaw City and Grand Rapids and Cadillac and Fort Wayne R. P. O.'s via the Traverse City and Walton Branch of the G. R. and I. R. R.
12.07	22,740	18	11	.....do	227	
8.66	21,764	24	24	July 1, 1889	316	
11.20	14,022	12	16	July 1, 1892	70	¹ Remainder of route in Fayette and Pregnalls R. P. O., third division.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number	Contract, designation, termini of route.	Corporate title of company.
Ellsworth, Minn., and Sioux Falls, S. Dak.	6	143087	Ellsworth, Minn., Sioux Falls, S. Dak.	Burlington, Cedar Rapids and Northern.
Elmer and Salem, N. J.	2	109021	Elmer, Salem, N. J.	West Jersey R. R.
El Moro and Trinidad, Colo ...	7	165033	El Moro, Trinidad, Colo.	Denver and Rio Grande ...
Elora, Tenn., and Huntsville, Ala.	5	124032	Elora, Tenn., Huntsville, Ala.	Nashville, Chattanooga and St. Louis Rwy.
Elulalia and Parrish, Pa.	3	110209	Elulalia, Parrish, Pa.	Tionesta Valley R. R.
Emmitsburg and Rocky Ridge, Md.	3	113019	Emmitsburg, Rocky Ridge, Md.	Emmitsburg.
English and Pine Bluff, Ark.	11	147020	Pine Bluff, English, Ark.	Pine Bluff, Monroe and New Orleans.
Ericson and Greeley, Nebr.	6	157061	Greeley, Ericson, Nebr.	Burlington and Missouri River in Nebr.
Erie and Boulder, Colo.	7	165002	Erie, Boulder, Colo.	Union Pacific.
Erwin and Unaka Springs, Tenn.	3	127036	Erwin, Unaka Springs, Tenn.	Charleston, Cinn. and Chic.
Escondido and Oceanside, Cal.	8	170067	Oceanside, Escondido, Cal.	So. Cal. E. R.
Essex and Wenham Depot, Mass.	1	104008	Wenham Depot, Essex, Mass.	Boston and Maine R. R.
Eureka and Mammoth Jct. (n. o.), Utah.	8	160012	Mammoth Jct. (n. o.), Eureka, Utah.	O. S. L. and U. N. Rwy.
Eustis and Lane Park, Fla.	4	123006	Astor, Lane Park, Fla.	Fla. Southern R. R.
Eutawville and Ferguson, S. C.	4	120036	Eutawville, Ferguson, S. C.	Charles., Sumter and Northern R. R.
Evanston and Chicago, Ill.	6	135101	Chicago, Evanston, Ill.	Chicago, Milwaukee and St. Paul.
Evansville and Tintah, Minn.	10	141063	Evansville, Tintah, Minn.	St. P., M. and M. R. R.
Ewansville and Vincetown.	2	109064	Ewansville (n. o.), Vincetown, N. J.	Pennsylvania R. R.
Fabyan House and Wing Road, N. H.	1	102007	Fabyan House, Wing Road, N. H.	Concord and Montreal R. R.
Fairbank and Bisbee, Ariz.	8	169005	Fairbank, Bisbee, Ariz.	Ariz. and S. E. R. R.
Fairchild and Mondovi, Wis.	10	139073	Fairchild, Mondovi, Wis.	Soo and So. West.
Fairview and Arkadelphia, Ark.	11	147032	Fairview, Dalark, Ark.	Ultima Thule, Arkadelphia and Mississippi.
Fall Brook and Bloesburg, Pa.	2	147022	Arkadelphia, Dalark, Ark. ....	.....
Fall Creek, Ill., and Hannibal, Mo.	6	110142	Fall Brook, Bloesburg, Pa.	Fall Brook Coal Co.
		135041 (part)	Quincy, Ill., Hannibal, Mo.	Chicago, Burlington and Quincy,

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
42.91	26,947	6	38	July 1, 1891	184	Supplied by initial and terminal offices and by Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O. Connects at Rock Rapids, Iowa, with Sioux Falls, S. Dak., and Onawa, Iowa, R. P. O., and with Luverne, Minn., and Doon, Iowa, pouch service; at Lester, Iowa, with Garretson, S. Dak., and Sioux City, Iowa, R. P. O. Connects all lines centering at Sioux Falls, S. Dak.
17.71	27,805	15	24	July 1, 1889	302	Connects at El Moro and Trinidad, Colo., with Denver, Colo., and Fort Worth, Tex., R. P. O., and La Junta, Colo., and Albuquerque, N. Mex., R. P. O.; also at El Moro with Pueblo and El Moro pouch service.
4.98	3,609	7	6	July 1, 1890	177	
27.62	17,345	6	24	July 1, 1892	187	
9.20	5,778	6	8			
7.19	12,646	18	20	July 1, 1889	222	Connects Baltimore and Williamsport and Baltimore and Roanoke R. P. O. at Rocky Ridge.
29.62	18,601	6	14	July 1, 1890	147	Connects at Rob Roy and Pine Bluff, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
18.64	5,858	8	4	Apr. 1, 1889	29	Connects at Pine Bluff, Ark., with Little Rock, Ark., and Monroe, La., R. P. O., also with Argenta and Pine Bluff, Ark., R. P. O.
14.43	9,062	6	10	July 1, 1890	147	Supplied by Greeley, Nebr., and by Palmer and Burwell, Nebr., R. P. O.
4.11	2,581	6	2			Connects at Canfield, Colo., with Lyons and Denver, Colo., pouch service; at Boulder with Greeley and Denver, Colo., R. P. O., and Boulder and Sunset, Colo., pouch service.
22.87	14,362	6	14	July 1, 1890	573	Supplied by closed pouches from Johnson City, Tenn.
6.16	7,787	12	8	July 1, 1889	108	Connects at Oceanside, Cal., with Los Angeles and National City, Cal., R. P. O. Initial and terminal offices exchange.
3.33	2,488	7	2	July 1, 1890	72	Connects at Wenham Depot, Mass., with Bangor and Boston R. P. O.'s.
7.43	9,332	12	12	July 1, 1892	331	Supplied by Salt Lake and Juab R. P. O.
7	8,792	12	4	....do	29	Remainder of route in Astor and Leesburg R. P. O. (See Table A*.)
12.60	12,686	12	16	July 1, 1891	118	
32.74	10,215	8	24	....do	58	Supplied by Chicago, Ill.
2.03	4,787	15	8	July 1, 1889	81	Supplied by initial and terminal offices; connects at Evansville, Minn., with St. Paul, Minn., and Minot, N. Dak., and Fargo, N. Dak., Barnesville and St. Paul, Minn., R. P. O.'s; at Elbow Lake Minn., with Minneapolis, Minn., and Oakes, N. Dak., R. P. O., and at Tintah, Minn., with Boundary Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.
12.56	11,823	9	12	....do	948	
36.34	22,823	6	4	July 1, 1890	101	Supplied by Lancaster and Boston, Woodsville and Boston, and Newport and Springfield R. P. O.'s.
36.90	23,178	6	18	July 1, 1891	231	Connects at Fairbank with Benson and Nogales, Ariz., R. P. O.
6.02	7,539	6	8			Supplied by Fairchild, Wis., and St. Paul, Minn., and Elroy, Wis., R. P. O.
11.42				July 1, 1890	49	May 23, 1892, service extended to begin at Fairview, Ark.; increase distance 6.02 miles.
7.75	4,867	6	12	July 1, 1889	46	
6.62	14,538	21	24	July 1, 1891	3,539	Balance of route (18.10 miles) covered by Quincy, Ill., and Louisiana, Mo., R. P. O. (See Table A*.) Connects at Hannibal, Mo., with Hannibal and Sedalia, Mo., R. P. O., and with all lines centering at Quincy, Ill.

TABLE C'.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Farmington and Belmont, Wash.	8	171038	Belmont, Farmington, Wash.	No. Pac. R. R.
Farmington and Phillips, Me.	1	101020	Farmington, Phillips, Me.	Sandy River R. R.
Fergus Falls, Minn., and Milnor, N. Dak.	10	141042 (part)	Wadena, Minn., Milnor, N. Dak.	Nor. Pac., Fergus Falls and B. Hills.
Findlay and Ottawa, Ohio.	5	131105	Findlay, Ottawa, Ohio	Findlay, Ft. Wayne and Western Rwy.
Flemington and Lambertville, N. J.	2	109009	Lambertville, Flemington, N. J.	Pennsylvania R. R.
Flomaton and Repton, Ala.	4	124026	Flomaton, Repton, Ala.	Louisville and Nashville R. R.
Florence, Tusculumbia, Ala.	4	124025	Tusculumbia, Florence, Ala.	Memphis and Charleston ..
Flourtown and Conshohocken, Pa.	2	110074	Conshohocken, Flourtown, Pa.	Philadelphia and Reading R. R.
Floyd's (n. o.) and Hartsville, S. C.	4	120033	Floyd's (n. o.), Hartsville, S. C.	Hartsville R. R.
Fond du Lac and Iron Ridge, Wis.	10	139035	Fond du Lac, Iron Ridge, Wis.	Chi., Mil. and St. Paul
Forest House and Austin.	2	110171	Forest House, Austin, Pa.	Sinnemahoning Valley R. R.
Forks Creek and Central City, Colo.	7	165021	Forks Creek, Central City, Colo.	Union Pacific, Denver and Gulf.
Fort Collins and Stout, Colo.	7	165027 (part)	Greeley, Stout, Colo.	Union Pacific, Denver and Gulf.
Fort Covington and Hatfield.	2	107132	Hatfield, Fort Covington, N. Y.	United States and Canada R. R.
Fort Dodge and Lehigh, Iowa.	6	143104	Fort Dodge, Lehigh, Iowa.	Mason City and Fort Dodge.
Fort Dodge and Tara, Iowa.	6	143107	Fort Dodge, Tara, Iowa.	Chicago, Rock Island and Pacific.
Fort Garland and Alamosa, Colo.	7	165004 (part)	Fort Garland, Colo., Espanola, N. Mex.	Denver and Rio Grande ...
Fort Madison and Birmingham, Iowa.	6	143064	Fort Madison, Birmingham, Iowa.	Fort Madison and North Western.
Fort Smith and Greenwood, Ark.	11	147025	Fort Smith, Greenwood, Ark.	St. Louis, Iron Mountain and Southern.
Fort Valley and Perry, Ga.	4	121017	Fort Valley, Perry, Ga.	Central R. R.
Foston and Carman (n. o.), Minn.	10	141026	Carman (n. o.), Foston, Minn.	St. P., M. and M.
Fostoria and Flint, Mich.	9	137047	Flint, Fostoria, Mich.	Flint and Pere Marquette..
Frackville and Pottsville.	2	110050	Pottsville, Frackville, Pa.	Philadelphia and Reading R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
6.75	54	6	4	.....	<i>Pounds.</i>	New service established June 27, 1892. Connects at Farmington, Wash., with Spokane, Wash., and Juliaetta, Idaho.
18.37	28,841	15	50	July 1, 1889	337	Supplied by initial and terminal offices, and Farmington and Portland R. P. O.
67.36	42,282 19,115	6 *7	12 10	July 1, 1891	321	¹ Balance of route covered by Wadena and Fergus Falls, Minn., R. P. O. (See Table A*.) Supplied by Wadena and Fergus Falls, Minn., R. P. O., and Wahpeton, N. Dak. Connects at Wahpeton, N. Dak., with Fargo, N. Dak., and Ortonville, Minn., Boundary Line (n. o.), N. Dak., and St. Paul, Minn., and Larimore, N. Dak., and Breckenridge, Minn., R. P. O.'s.
21.30	26,753	12	18	Sept. 9, 1889	45	^{*7} round trips per week between Fergus Falls, Minn., and Wahpeton, N. Dak.
12.47	23,493	18	32	July 1, 1889	218	
30.15	6,271	2	16	July 1, 1892	23	
5.63	11,450	21	12	....do	389	
7.20	11,204	15	20	July 1, 1888	230	
10	6,280	6	10	July 1, 1892	72	
23.72	34,072	12	24	July 1, 1891	174	Supplied by Fond du Lac, Wis., and Oshkosh and Milwaukee, Wis., R. P. O. Connects at Fond du Lac, Wis., with all lines centering there.
8.99	11,291	12	10	July 1, 1889	120	
11.23	16,429	14	10	July 1, 1890	422	Connects at Forks Creek with Denver and Georgetown, Colo., R. P. O.
¹ 14.39	9,037	6	4	....do	695	Connects at Fort Collins with Greeley and Denver, Colo., R. P. O.
						¹ 24.84 miles of route 165.027 between Greeley and Fort Collins, Colo., covered by Greeley and Denver, Colo., R. P. O. (See Table A*.)
22.16	13,916	6	12	July 1, 1891	133	
15.02	9,433	6	6	....do	87	Supplied by Fort Dodge, Iowa, and by Dubuque and Sioux City, Iowa, R. P. O.
6.84	3,962	6	4	....do	52	Supplied by Ruthven and Des Moines, Iowa, R. P. O. Connects at Fort Dodge, Iowa, with all lines centering there.
(²)	14,701	6	4	May 1, 1891	479	Connects at Alamosa, Colo., with Salida and Silverton, Colo., R. P. O., and the Alamosa and Del Norte pouch service.
						¹ 119.77 miles of route 165004, between Alamosa, Colo., and Espanola, N. Mex., covered by Salida and Silverton, Colo., R. P. O. (See Table A*.)
						² Covered by Pueblo and Creede, Colo., R. P. O. (See table A*.)
41.66	26,162	6	26	July 1, 1891	115	Supplied by initial and terminal offices. Connects at Fort Madison, Iowa, with all lines centering there.
19.29	12,114	6	12	July 1, 1890	182	Connects at Fort Smith, Ark., with Coffeyville, Kan., and Little Rock, Ark., R. P. O.; also with Monett, Mo., and Paris, Tex., R. P. O.; also with Fort Smith and Mansfield, Ark., R. P. O.
12.96	16,251	12	8	July 1, 1892	201	
44.99	14,087	3	40	July 1, 1891	189	Supplied by Crookston, Minn., and St. Paul, Minn., and Minot, N. Dak., R. P. O.
24.45	15,364	6	18	July 1, 1892	308	At Otter Lake connects the Mackinaw City and Detroit R. P. O. At Flint, Mich., connects the Port Huron and Chicago, R. P. O., Ludington and Monroe, and Bay City, Wayne, and Detroit R. P. O.'s.
10.97	20,697	18	24	July 1, 1889	165	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract, designation, terminal of route.	Corporate title of company.
Frankfort and Copemish, Mich.	9	137086	Frankfort, Copemish, Mich.	Frankfort and Southeastern.
Franklin and Bellingham, Mass.	1	104075	Bellingham, Franklin, Mass.	New York and New England R. R.
Franklin, Mass., and Valley Falls, R. I.	1	104006	Franklin, Mass., Valley Falls, R. I.	New York and New England R. R.
Franklin Furnace and Branchville Junc.	2	109025 (part)	Waterloo, Franklin Furnace, N. J.	Delaware, Lackawanna and Western R. R.
Frederick and Araby, Md.	3	113004	Araby, Frederick, Md.	Baltimore and Ohio.....
Freeland and Jeddo.....	2	110058	Jeddo, Freeland, Pa.	Lehigh Valley R. R.
French Creek Junction and Coventryville.	2	110196	French Creek Junction (n. o.) Coventryville, Pa.	Delaware River and Lancaster R. R.
Fulton and Guerneville, Cal.	8	107138	Fulton, Guerneville, Cal.	S. F. and N. P. Rwy. Co.
Fulton and Woodward Junction.	2	170027 (n. o.)	Fulton, Woodward Junction, N. Y.	Rome, Watertown and Ogdensburg R. R.
Fultonham and Zanesville, Ohio.	5	131069 (part)	Columbus, Zanesville, Ohio.	Columbus and Eastern Rwy.
Galena and Galena Junction, Ill.	6	135092	Galena, Galena Junction, Ill.	Chicago, Burlington and Northern.
Galesville and Trempealeau, Wis.	10	189054	Trempealeau, Galesville, Wis.	Chl. and Nor. W.
Galewood and Dunning, Ill.	6	135091	Galewood, Dunning, Ill.	Chicago, Milwaukee and St. Paul.
Garo and London, Colo.	7	165024	Garo, London, Colo.	Denver, South Park and Pacific.
Geneva and Aurora, Ill.	6	135056	Geneva, Aurora, Ill.	Chicago and Northwestern.
Genoa and Cedar Rapids, Nebr.	6	157025	Genoa, Cedar Rapids, Nebr..	Omaha and Republican Valley.
Georgetown and Haverhill, Mass.	1	104013	Georgetown, Haverhill, Mass.	Boston and Maine R. R.
Georgetown and Round Rock, Tex.	11	150026	Georgetown and Round Rock, Tex.	International and Great Northern.
Georgetown and Silver Plume, Colo.	7	165020 (part)	Argo Junction (n. o.), Silver Plume, Colo.	Union Pacific, Denver and Gulf.
Georgetown and Versailles, Ky.	5	129029	Georgetown, Versailles, Ky.	East Tennessee, Virginia and Georgia Rwy.
Gettysburg, Pa., and Highfield, Md.	3	110204	Gettysburg, Pa., Highfield, Md.	Western Maryland
Gibeland and Blenville, La.	11	149025	Gibeland, Blenville, La.	Louisiana and Northwestern.
Gilbertville and Canton, Me.	1	101019 (part)	Mechanic Falls, Gilbertville, Me.	Portland and Rumford Falls R. R.
Gilroy and Tres Pinos, Cal.	8	177034	Gilroy, Tres Pinos, Cal.	So. Pac. R. R.
Glade Spring and Saltville, Va.	3	114014	Glade Spring, Saltville, Va.	Norfolk and Western.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
-----	31,739	12	26	July 1, 1892	Pounds. 319	Order of May 31, 1892, establishing R. P. O. service on this line by the extension of the Copemish and Toledo R. P. O., so as to commence at Frankfort, Mich. (See Table A*.) R. P. O. service began June 7, 1892.
						At Thompsonville, Mich., connection is made with the Traverse City and Grand Rapids R. P. O.
						At Copemish, Mich., connects the Lake Ann and Manistee R. P. O.
5.95	11,210	18	20	July 1, 1889	126	Initial and terminal offices exchange, and by Boston, Mass.
14.35	18,086	12	36	....do	192	Initial and terminal offices exchange, and supplied by Boston, Mass.
8.63	10,839	12	10	....do	494	¹ Balance of route, 14.86 miles, covered by Branchville and Waterloo R. P. O. (See Table A*.)
3.85	17,326	43	37	....do	810	Connects Baltimore and Martinsburg and Baltimore and Winchester R. P. O., at Araby, and Frederick and Lancaster R. P. O. at Frederick.
2.78	5,238	18	8	....do	168	
9.41	11,819	12	16			
17.43	27,965	15	16	July 1, 1889	109	
15.31	11,207	7	16	July 1, 1890	118	Connect at Fulton, Cal., with Ukiah and San Francisco (Cal.) R. P. O.
12.10	7,599	6	8	July 1, 1892	760	Balance of route: Columbus to Fultonham (55.41 miles) covered by Columbus and Shawnee R. P. O. (See Table A*.)
3.64	4,572	12	4	July 1, 1891	96	Connects Chicago, Oregon, Ill., and Minneapolis, Minn., R. P. O. with Galena, Ill.
3.23	15,505	18	8	....do	212	Supplied by Trempealeau, Wis., and Chicago, Ill., and Winona, Minn., R. P. O. Connects at Trempealeau, Wis., with Chicago, Oregon, Ill., and Minneapolis, Minn., R. P. O.
2.94	3,693	12	4	....do	52	Supplied by Chicago, Ill.
15.54	11,309	7	14	July 1, 1890	173	Supplied by Denver and Leadville, Colo., R. P. O. and Garo, Colo.
10.29	32,311	30	38	July 1, 1891	515	Supplied by initial and terminal offices. Connects at Geneva, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O., and with St. Charles and Geneva, Ill., pouch service. Connects at Aurora, Ill., with all lines centering there.
30.83	38,722	12	20	July 1, 1890	260	Supplied by initial and terminal offices and by Columbus and Albion, Nebr., R. P. O.
7.32	16,089	21	18	July 1, 1889	114	Supplied by Portland and Boston, and Amesbury and Boston R. P. O.'s; 314 days.
10.29	15,065	14	10	July 1, 1890	387	Connects at Round Rock, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.
4.46	3,265	7	3	....do	1,529	Connects at Georgetown with Denver and Georgetown, Colo., R. P. O.
						¹ 47.27 miles of route 165020 between Argo Junction (n.o.) and Georgetown, Colo., covered by the Denver and Georgetown, Colo., R. P. O. (See Table A*.)
19.30	24,241	12	10	July 1, 1892	32	
22.60	28,386	12	44	Nov. 30, 1891	908	
16.42	12,019	7	6	July 1, 1891	15	Connects at Gibeland, La., with Meridian, Miss., and Shreveport, La., R. P. O.
1.93	2,424	12	4	July 1, 1889	491	Supplied by Canton and Mechanic Falls R. P. O. (See Table A*.) Balance of route (25.52 miles) covered by R. P. O. service.
20.84	30,510	14	20	July 1, 1890	237	Connects at Gilroy with San Francisco and Pacific Grove, Cal., and San Francisco and Santa Margarita, Cal., R. P. O.'s.
3.28	10,525	12	4	July 1, 1889	64	Connects Lynch and Bristol R. P. O. at Glade Spring.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract, designation, termini of route.	Corporate title of company.
Glasgow Junction and Glasgow, Ky.	5	129011	Glasgow Junction, Glasgow, Ky.	Louisville and Nashville Rwy.
Glen Carbon and Schuylkill Haven.	2	110061	Schuylkill Haven, Glen Carbon, Pa.	Philadelphia and Reading R. R.
Glendale and Eagles Nest, Miss.	4	126006	Glendale, Eagles Nest, Miss.	Louis., New Or. and Tex. R. R.
Glendale Junction and Oceanus	2	107147	Glendale Junction (n. o.), Oceanus, N. Y.	New York and Rockaway Beach R. R.
Glen Ellen and Junction (n. o.), Cal.	8	176039	Junction (n. o.) Glen Ellen, Cal.	S. F. and N. P. Rwy. Co ...
Glenwood Springs and Aspen, Colo.	7	185018 (part)	Leadville, Aspen, Colo.....	Denver and Rio Grande ...
Goff and Donohoe Station	2	110176	Goff, Donohoe Station (n. o.), Pa.	Pennsylvania R. R.....
Goodyear and Mathers, Wis....	10	139074	Mathers, Goodyear, Wis.....	Chi., Mil. and St. P.....
Goshen and Alcalde Cal	8	176038	Goshen, Alcalde, Cal.....	So. Pac. R. R.....
Goshen and Pine Island	2	107010	Goshen, Pine Island, N. Y....	New York, Lake Erie and Western R. R.
Grafton and Woodland, Cal ...	8	176007	Woodland, Grafton, Cal.....	Cal. Pac. R. R.....
Grand Rapids and Cloquet, Minn.	10	141069	Cloquet, Grand Rapids, Minn.	North Star Con. Co
Grand Rapids and Muskegon, Mich.	9	137055	Grand Rapids, Muskegon, Mich.	Muskegon, Grand Rapids and Indiana.
Grantsburg, Wis. and Rush City Minn.	10	141051	Rush City, Minn., Grantsburg, Wis.	St. Paul and Duluth.....
Granville and Sussex, Wis....	10	139080	Granville, Sussex, Wis.....	MIL Menom. Falls and West
Gratiot, and Shullsburg, Wis...	10	139004 (part)	Milton Junction, Shullsburg, Wis.	Chi., Mil. and St. P.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
11.03	20,761	18	14	July 1, 1892	498	
13.63	17,119	12	40	July 1, 1890	141	
19.62	20,217	14	20	July 1, 1892	148	Between Glendale and Lula, 8 miles, 14 round trips additional per week.
9.72	24,417	24	14	Aug. 4, 1890	95	
19.18	28,090	14	10	July 1, 1890	141	Supplied by San Francisco, Cal.
41.54	60,815	14	26	May 1, 1891	2,152	Connects at Glenwood Springs, Colo., with Denver, Colo., and Ogden, Utah, R. P. O. and Aspen Junction and New Castle, Colo., pouch service, and at Aspen, Colo., with Colorado Springs and Aspen, Colo., R. P. O. 95.23 miles of route 165018, between Leadville and Glenwood Springs, Colo., covered by Denver and Glenwood Springs, Colo., R. P. O. (See Table A*.)
4.26	5,351	12	4	July 1, 1899	80	
16.33	10,255	6	8	May 5, 1890	48	Supplied by Mathers and Tomah, Wis. Connects at Tomah, Wis., with Babcock and Tomah, Wis., closed-pouch service, and at Lapham Jct. (n. o.), Wis., with Lapham Jct. (n. o.) and McKenna, Wis., closed-pouch service.
61.23	81,037 14,567 4,285	14 7 2	42	July 1, 1890	325	14 round trips Goshen to Lenmore (21.20 miles). 7 round trips Lemoore to Huron, (19.90 miles). 2 round trips Huron to Alcalde (20.60 miles).
11.80	14,934	12	16	July 1, 1899	100	
9.92	7,261	7	6	July 1, 1890	67	Connects at Woodland with Redding and Sacramento, Cal., R. P. O. Grafton exchanges with Woodland, Sacramento, and San Francisco, Cal.
71.06	44,638	6	24	Mar. 17, 1890	95	Supplied by Cloquet and Duluth, Minn., and Duluth and St. Paul, Minn., R. P. O. Connects at Cloquet, Minn., with Cloquet and Carlton, Minn., and Duluth and Cloquet, Minn., closed-pouch service.
40.73	76,735	18	48	July 1, 1892	875	At Grand Rapids, Mich., connection is made with the Traverse City and Grand Rapids, Mackinaw City and Grand Rapids, Cadillac and Ft. Wayne, Grand Rapids and Richmond; Detroit, Grand Ledge, and Grand Rapids; East Saginaw and Howard City; Detroit and Grand Rapids via Jackson, Detroit, and Grand Haven, Grand Rapids and Elkhart, and Grand Rapids and LaCrosse R. P. O.'s. At Muskegon, Mich., connects the Owosso and Muskegon, Bentwater and Muskegon, Big Rapids and Holland, and Muskegon and Allegan R. P. O.'s.
17.17	10,783	6	6	July 1, 1891	105	Supplied by Rush City, Minn., and Duluth and St. Paul, Minn., R. P. O.
11.50	14,444	12	18	.....do.....	.....	Supplied by Granville, Wis., and Oshkosh and Milwaukee, Wis., R. P. O. Connects at Granville, Wis., with Ishpeming, Mich., and Chicago, Ill., R. P. O., and at Templeton, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.
11.79	22,212	18	24	.....do.....	1,518	Balance of route covered by Rockford, Ill., and Mineral Point, Wis., R. P. O. (see Table A*) and by Milton Junction and Janesville, Wis., closed-pouch service. Supplied by initial and terminal offices Warren, Ill., and Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Gratiot, Wis., with Gratiot and Warren, Ill., closed-pouch service.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Gratiot, Wis., and Warren, Ill.	10	189020 (part)	Warren, Ill., Mineral Point, Wis.	Chi., M. and St. Paul.....
Great Falls and Rollinsford (n. o.), N. H.	1	102021	Rollinsford, (n. o.), Great Falls, N. H.	Boston and Maine R. R.
Great Falls and Sandcoulee, Mont.	10	163010	Great Falls, Sandcoulee, Mont.	Mont. Central
Green Basin and Albany, Oregon.	8	178014	Albany, Green Basin, Oregon	Ore. Pac. R. R.....
Greensburg and Columbus, Ind.	5	133049	Greensburg, Columbus, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.
Green Cove Spring and Melrose, Fla.	4	123039	Green Cove Springs, Melrose, Fla.	Western R. R. of Fla
Greenfield and Mount Vernon, Mo.	7	145080	Greenfield, Mount Vernon, Mo.	Greenfield and Northern...
Greenfield and Watkins, Mo..	7	145063	Greenfield, Watkins, Mo.....	Greenfield and Northern...
Greenville and Williamsville, Mo.	7	145082	Williamsville, Greenville, Mo.	Williamsville, Greenville and Northern.
Green Spring and Romney, W. Va.	3	116014	Green Spring, Romney, W. Va.	Baltimore and Ohio.....
Greenville and Boundary Line (n. o.), Me.	1	101030	Greenville, Boundary Line (n. o.), Me.	Canadian Pacific Rwy
Greenville and Marietta, S. C..	4	120039	Greenville, Marietta, S. C...	Car., Knox. and Western R. R.
Greenwich and Johnsonville, N. Y.	2	107082	Johnsonville, Greenwich, N. Y.	Greenwich and Johnsonville R. R.
Greenwood Lake and Sterling Forest, N. Y.	2	109034 (part)	Jersey City, N. J., Greenwood Lake, N. Y.	New York and Greenwood Lake R. R.
Grinnell and Montezuma, Iowa	6	143032	Grinnell, Montezuma, Iowa.	Iowa Central
Griswold and Red Oak, Iowa..	6	143055	Red Oak, Griswold, Iowa...	Chicago, Burlington and Quincy.
Grosse Isle and Slocum Junction, Mich.	9	187011	Slocum Junction (n. o.), Grosse Isle, Mich.	Michigan Central.....
Harbor Springs and Petoskey, Mich.	9	137066	Petoskey, Harbor Springs, Mich.	Grand Rapids and Indiana.
Groton and Doland, S. Dak	10	159018	Doland, Groton, S. Dak	Chicago and Northwestern.
Groveton Junction and Lancaster, N. H.	1	102006 (part)	Groveton Junction, Concord, N. H.	Concord and Montreal.....
Groveton and Moon Run	2	110210	Groveton, Moon Run, Pa...	Pittsburgh and Moon Run R. R.
Guthrie Centre and Menlo, Iowa.	6	143059	Menlo, Guthrie Centre, Iowa	Chicago, Rock Island and Pacific.
Gypsum and Marquette, Kans.	7	155095	Gypsum, Marquette, Kans..	Council Grove, Smoky Valley and Western.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
7.15	8,980	12	48	July 1, 1891	Pounds. 1,236	* Balance of route covered by Rockford, Ill., and Mineral, Wis., R. P. O. (See Table A*). Supplied by Warren, Ill., and all lines centering there, and Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Gratiot, Wis., with Gratiot and Shullsburg, Wis., closed-pouch service.
2.67	7,545	27	27	....do.....	381	Supplied by Boston, Mass., Portland and Boston, North Conway and Boston, and Portsmouth and Concord R. P. O.'s.
16.41	10,305	6	2	July 1, 1889	53	Supplied by Great Falls, Mont. Connects at that point with Minot, N. Dak., and Butte City, Mont., R. P. O.
44.69	23,609	6	20	July 1, 1892	176	Connects at Albany with Portland, Oregon, and San Francisco, Cal., R. P. O.
26.89	42,217	16	26	....do.....	177	
33.92	21,300	6	10	Apr. 7, 1890	72	
24.39	15,317	14	22	.....	.....	Connects at South Greenfield, Mo., with Kansas City, Mo., and Memphis, Tenn., R. P. O. Established January 25, 1892. * From Jan. 25 to June 30, 1892 (157 days). Discontinued Aug. 9, 1891.
(*)	125	14	6	July 1, 1891	166	* Covered by Greenfield and Mount Vernon, Mo., pouch service.
11.72	798	6	6	.....	.....	New service commenced June 1, 1892. Connects at Williamsville, Mo., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
16.64	20,900	12	10	July 1, 1889	193	Connects Baltimore and Grafton R. P. O. at Green Spring.
68.30	42,892	6	12	Jan. 1, 1891	46	Supplied by Newport and Springfield R. P. O. and by Greenville, Me.
18.45	9,702	6	8	July 1, 1892	64	
15.19	28,618	18	26	July 1, 1889	286	
5.83	7,322	12	4	....do.....	468	¹ Balance of route (42.54 miles) covered by Greenwood Lake and N. Y. R. P. O. (See Table A*.)
17.49	21,967	12	14	July 1, 1891	232	Supplied by initial and terminal offices. Connects at Grinnell, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Austin, Minn., and Ottumwa, Iowa, R. P. O., and with Grinnell and State Center, Iowa, pouch service. Connects at Montezuma, Iowa, with Muscatine and Montezuma, Iowa, R. P. O.
18.85	23,676	12	26	....do.....	217	Supplied by initial and terminal offices, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Griswold, Iowa, with Atlantic and Griswold, Iowa, pouch service, and at Red Oak, Iowa, with Red Oak, Iowa, and Lincoln, Nebr., R. P. O.
2.41	1,518	6	6	July 1, 1892	80	At Slocum Junction connects the Detroit and Cincinnati R. P. O.
8.20	15,449	18	18	....do.....	226	At Potoskey, Mich., connects the Mackinaw City and Grand Rapids R. P. O.
39.28	24,668	6	18	July 1, 1890	158	Supplied by initial and terminal offices. Connects at Groton, S. Dak., with St. Paul, Minn., and Aberdeen, S. Dak., R. P. O., and at Doland, S. Dak., with Brookings and Gettysburg, S. Dak., R. P. O.
9.20	11,555	12	23	July 1, 1889	2,853	Balance of route (139.30 miles) covered by R. P. O. service (Table A*), Lancaster and Boston R. P. O.
5	3,140	6	2			
15	18,840	12	26	July 1, 1891	329	Supplied by Stuart, Iowa, Menlo, Iowa, and by West Liberty and Council Bluffs, Iowa, R. P. O.
27.52	20,145	7	6	July 1, 1890	103	Connects at Gypsum and Marquette, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., and at Lindsay and Bridgeport, Kans., with Salina and McPherson, Kans., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Hagerstown and Cambridge City, Ind.	5	133055 (part.)	Beeson, Hagerstown, Ind. . .	White Water Rwy.
Halstead and Moorhead, Minn.	10	141052	Moorhead, Halstead, Minn. .	St. P., M. and M.
Hamilton and Kingston, Mo. . .	7	145077	Hamilton, Kingston, Mo. . .	Haines, Hamilton and Kingston.
Hamlet, N. C., and Cheraw, S. C.	3	118045	Hamlet, N. C., Cheraw, S. C.	Palmetto
Hamlet and Gibsons Station, N. C.	3	118034	Hamlet, Gibsons Station, N. C.	Raleigh & Augusta Air Line.
Hammondsport and Bath, N. Y.	2	107096	Bath, Hammondsport, N. Y.	Bath and Hammondsport R. R.
Hampton and Belmond, Iowa.	6	143078	Hampton, Belmond, Iowa. . .	Iowa Central
Hancock Station (n. o.) and Berkeley Springs, W. Va.	3	116023	Hancock Station (n. o.), Berkeley Springs, N. C.	Baltimore and Ohio.
Hanover Junction and Valley Junction, Pa.	...	110102	Hanover Junction, Gettysburg, Pa.	Western Maryland
Hanser and Cœur d'Alene, Idaho.	3	170002	Hanser, Cœur d'Alene, Idaho.	Spok. and Idaho R. R.
Harlan and Avoca, Iowa.	6	143045	Avoca, Harlan, Iowa.	Chicago, Rock Island and Pacific.
Harlem, N. Dak., and Andover, S. Dak.	10	159011	Andover S. Dak., Harlem, N. Dak.	C., M and E. St. P.
Harrisville and Carthage, N. Y.	2	107134	Harrisville, Carthage, N. Y.	Carthage and Adirondack R. R.
Harrison (n. o.) and Elk Garden, W. Va.	3	116025	Harrison (n. o.), Elk Garden, W. Va.	West Virginia Central.
Harrison and Oxford, N. C.	3	118014	Oxford, Harrison, N. C.	Richmond and Danville.
Harrison and Pony, Mont.	18	163006	Harrison, Pony, Mont.	Nor. Pac.
Hart and Mears, Mich.	9	137046	Mears, Hart, Mich.	Chicago and West Michigan.
Harte Lot and Skaneateles.	2	107060	Harte Lot, Skaneateles, N. Y.	Skaneateles R. R.
Hartington and Wakefield, Nebr.	6	157022	Wakefield, Hartington, Nebr.	Chicago, St. Paul, Minneapolis and Omaha.
Hartland and Pittsfield, Me. . .	1	101026	Hartland, Pittsfield, Me.	Sebasticock and Moosehead R. R.
Harts Road and Jacksonville, Fla.	4	123009	Harts Road, Jacksonville. . .	Fla. Cent. and Pen. R. R.
Hartwell and Bowersville, Ga.	4	121029	Hartwell, Bowersville, Ga. . .	Richmond & Danville R. R.
Harwood and Gonzales, Tex. . .	11	150040	Harwood, Gonzales, Tex.	Galveston, Harrisburg and San Antonio.
Hastings and Sidney, Iowa.	6	143043	Hastings, Sidney, Iowa.	Chicago, Burlington and Quincy.
Hatfield and Norwood.	2	107133	Hatfield, Norwood, N. Y.	Rome, Watertown and Ogdensburg R. R.

darts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
7.53	4,126	6	2	July 1, 1892	21	Service on this part of route discontinued May 15, 1892. For balance of route see Cambridge City and Connersville closed-pouch service.
34.51	10,767	3	10	July 1, 1891	109	Supplied by Moorhead, Minn. Connects at that point with all lines centering there.
9.02	18,899	20	12	July 1, 1890	211	Connects at Hamilton, Mo., with Chicago, Ills., and Kansas City, Mo., R. P. O.
18.20	11,429	6	6	July 1, 1892	25	Connects Raleigh and Charlotte R. P. O. at Hamlet, N. C., and Wadesboro and Sumter, at Cherasaw, S. C.
10.50	6,594	6	8	do do	64	Connects Raleigh and Charlotte R. P. O. at Hamlet, N. C.
9.60	18,066	18	12	July 1, 1889	288	
22.94	28,812	13	26	July 1, 1891	121	Supplied by initial and terminal offices and by Austin, Minn., and Ottumwa, Iowa, R. P. O. Connects at Hampton, Iowa, with Sumner and Hamton, Iowa, R. P. O. Connects at Belmond, Iowa, with Mason City and Fort Dodge, Iowa, R. P. O., and with Forest City and Iowa Falls, Iowa, R. P. O.
6.41	12,745	19	14	July 1, 1889	169	Connects Baltimore and Grafton R. P. O. at Hancock Station (n. o.).
6.63	8,327	12	10	do do	do	Connects Baltimore and Highfield R. P. O. at Valley Junction, Pa.
12.63	9,977	7	14	July 1, 1890	832	Closed-pouch exchanges between Spokane, Wash., and offices on this line. Initial and terminal offices exchange. Connects at Hauser, Idaho, with Helena, Mont., and Spokane, Wash., R. P. O.
14.15	17,772	12	14	July 1, 1891	265	Supplied by initial and terminal offices and by West Liberty and Council Bluffs, Iowa, R. P. O. Connects at Avoca, Iowa, with Avoca and Carson, Iowa, pouch service.
55.76	35,017	6	30	July 1, 1890	271	Supplied by initial and terminal offices. Connects at Andover, S. Dak., with St. Paul, Minn., and Aberdeen, S. Dak., R. P. O., and at Coggswell, S. Dak., with Minneapolis, Minn., and Oakes, N. Dak., R. P. O.
21.71	54,536	24	32	July 1, 1889	164	
7.15	8,980	12	6	do do	164	Connects Cumberland and Elkins R. P. O. at Harrison, W. Va. (n. o.).
13.50	18,369	13	10	July 1, 1892	285	Connects Norfolk and Raleigh R. P. O. at Henderson.
7.78	2,427	3	4	June 12, 1891	98	Supplied by Roseman and Butte City, Mont., R. P. O. Connects at Harrison, Mont., with Sappington (n. o.) and Norris, Mont., closed-pouch service.
4.15	5,212	12	8	July 1, 1892	248	At Mears connects the Pentwater and Muskegon R. P. O.
5.18	13,012	24	22	July 1, 1889	228	
34.06	42,779	12	36	July 1, 1890	249	Supplied by initial and terminal offices and by Sioux City, Iowa, and Norfolk, Nebr., R. P. O. and by Sioux City, Iowa, and Omaha, Nebr. R. P. O.
8.51	10,689	12	12	July 1, 1889	183	Supplied by Bangor and Boston R. P. O.
24.06	33,745	13	12	July 1, 1892	170	Trains on this line run between Fernandina and Jacksonville from Fernandina to Harts Roads on route 123001.
10.22	12,836	12	6	do do	117	
12.96	9,414	7	10	July 1, 1890	229	Connects at Harwood, Tex., with Houston and El Paso, Texas, R. P. O.
22.22	12,954	6	12	July 1, 1891	159	Supplied by Hastings, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O. Connects at Hastings, Iowa, with Carson and Hastings, Iowa, pouch service.
13.54	17,006	12	20	July 1, 1889	152	

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Hankinson and Valley City, N. Dak.	10	161018	Hankinson, Valley City, N. Dak.	Mpls. St. P. and Sault Ste Marie.
Hayfield, Minn., and Manly, Iowa.	10	141073	Hayfield, Minn., Manly, Iowa.	Chi., St. P. and Kas. C.
Hayts Corners and Willard, N. Y.	2	107128	Hayts Corners, Willard, N. Y.	Lehigh Valley R. R.
Hasle Creek Junction and Audenried.	2	110012	Hasle Creek Junction (n. o.) Audenried, Pa.	Lehigh Valley R. R.
Hebron and Okolona, Ark.	11	147017	Hebron, Okolona, Ark.	Southwestern Arkansas and Indian Territory.
Henderson and Overton, Tex.	11	150015	Henderson, Overton, Tex.	International and Great Northern.
Highlands and Eatontown, N. J.	2	1108026 (part.)	Highlands, Whiting, N. J. ...	Central R. R. of New Jersey.
Hilbert and Appleton, Wis.	10	139040	Hilbert, Appleton, Wis.	Mil. and Nor.
Hilliards and Branchton Junction, Pa.	2	110152	Branchton Junction (n. o.) Hilliards, Pa.	Pittsburg, Shenango, and Lake Erie R. R.
Hillsboro and Sardinia, Ohio.	5	131066	Hillsboro, Sardinia, Ohio.	Cincinnati, Portsmouth, and Virginia Rwy.
Hillsdale and New Almaden, Cal.	8	176064	Hillsdale, New Almaden, Cal.	So. Pac. R. R.
Hinckley and St. Cloud, Minn.	10	141049	St. Cloud, Hinckley, Minn. ..	St. P., M. and M.
Hodgensville and Elizabethtown, Ky.	5	129038	Elizabethtown, Hodgenville, Ky.	Hodgensville and Elizabethtown Rwy.
Hodges and Abbeville, S. C.	4	120009	Hodges, Abbeville, S. C.	Richmond and Danville R. R.
Holsington and Great Bend, Kans.	7	155071	Holsington, Great Bend, Kans.	Kansas and Colorado
Holidaysburg Junction and Newry.	2	110140	Holidaysburg Junction (n. o.) Newry, Pa.	Pennsylvania R. R.
Holyoke and Westfield, Mass.	1	104069	Holyoke, Westfield, Mass.	New York, New Haven, R. R.
Homer and Gibeland, La.	11	148018	Gibeland, Homer, La.	Louisiana and Northwestern.
Honesdale and Carbondale.	2	110116	Honesdale, Carbondale, Pa.	Delaware and Hudson Canal Co.
Honesdale and Lackawaxen.	2	110009	Honesdale, Lackawaxen, Pa.	New York, Lake Erie and Western R. R.
Honey Grove and Ladonia, Tex.	11	150063 (part.)	Dallas, Honey Grove, Tex. ..	Gulf, Colorado and Santa Fe

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
82.06	52,003	6	24	.....	Pounds.	Supplied by Valley City, N. Dak., and Minneapolis, Minn., and Oakes, N. Dak., R. P. O. Connects at Hankinson, N. Dak., with Breckenridge, Minn., and Aberdeen, S. Dak. R. P. O., and at Valley City, N. Dak., with St. Paul, Minn. and Helena, Mont., R. P. O.
48.90	30,509	6	24	July 1, 1891	1,924	Supplied by initial and terminal offices. Connects at Hayfield, Minn., with Minneapolis, Minn., with Dubuque, Iowa, R. P. O. and at Austin, Minn., with lines centering there, and at Lyle, Minn., with Lyle, Minn., and Waterloo, Iowa, and at Manly, Iowa, with Albert Lea, Minn., and Burlington, Iowa, R. P. O.
5.70	10,739	18	18	July 1, 1889	151	
8.52	16,052	18	12	....do.....	163	
23.96	15,047	6	7	Nov. 3, 1890	40	Connects at Smithton, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
16.44	24,168	14	16	July 1, 1890	275	Connects at Overton, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.
11.81	39,007	24	32	July 1, 1889	671	Balance of route, 29.97 miles, covered by Red Bank and Bridgeton R. P. O. (See Table A.)
21.94	12,778	6	16	July 1, 1891	191	Supplied by Appleton and Menasha, Wis., and by Champion, Mich., and Milwaukee, Wis., R. P. O.; connects at Menasha, Wis., with Ishpeming, Mich., and Chicago, Ill., R. P. O.; at Appleton, Wis., with Ashland and Milwaukee, Wis., R. P. O., and at Neenah, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.
16.47	12,150	12	16	July 1, 1889	88	
19.42	12,196	6	18	July 1, 1892	158	
10.30	8,540	7	6	July 1, 1890	62	Connects at Hillsdale with San Francisco and Santa Margarita, Cal., R. P. O. New Almaden exchanges with San Francisco, Cal., and San Jose, Cal.
68.24	42,855	6	24	July 1, 1891	128	Supplied by initial and terminal offices. Connects at Hinckley, Minn., with Duluth and St. Paul, Minn., R. P. O., and at Milaca, Minn., with Milaca and Elk River, Minn.; closed-pouch service, and at St. Cloud, Minn., with St. Paul, Minn., and Minot, N. Dak., St. Cloud and Willmar, Minn., and Fargo, N. Dak., Barnesville and St. Paul, Minn., R. P. O.'s.
11.70	7,348	6	8	July 1, 1892	162	
11.85	8,674	7	6	....do.....	198	
10.51	15,337	14	10	July 1, 1890	254	Connects at Great Bend, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Great Bend and Selkirk, Kans., R. P. O., and at Hoisington, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.
2.89	5,445	18	12	July 1, 1889	84	
10.54	16,548	15	12	....do.....	185	Initial and terminal offices exchange supplied by Williamsburg and Now Haven R. P. O.
19.70	28,840	14	18	July 1, 1890	416	Connects at Gibsland, La., with Meridian, Miss., and Shreveport, La., R. P. O.
20.15	50,617	24	36	July 1, 1889	245	
24.89	46,893	18	38	....do.....	509	
12.36	18,007	14	8	July 1, 1890	624	Balance of route between Ladonia and Dallas, Tex., covered by Paris and Weatherford, Tex., R. P. O. (69.23 miles). (See Table A.) Connects at Honey Grove, Tex., with Texarkana, Ark., and Whitesboro, Tex., R. P. O. Connects at Ladonia, Tex., with Paris and Weatherford, Tex., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Hope and Ripon, N. Dak.	10	161001 (part)	Breckenridge, Minn., Hope, N. Dak.	St. P., M. and M.
Hope Valley and Wood River Junction (o. o.), R. I.	1	105009	Wood River Junction (n. o.), Hope Valley, R. I.	Wood River Branch R. R.
Hortonville and Oshkosh, Wis.	10	139046	Oshkosh, Hortonville, Wis.	Mil., L. S. and West.
Hot Springs and Minnekahta, S. Dak.	10	159027	Hot Springs, Minnekahta, S. Dak.	B. and M. in Nebr.
Houlton, Me., and New Brunswick Line (n. o.).	1	101016	Houlton, Me., New Brunswick Line (n. o.).	New Brunswick R. R.
Houston and Alvin, Tex.	11	150047	Houston, Alvin, Tex.	Gulf, Colorado and Santa Fe
Houston and Columbia, Tex.	11	150008	Houston, Columbia, Tex.	International and Great Northern.
Houston and Sealy, Tex.	11	150020	Houston, Sealy, Tex.	Texas Western.
Humboldt and Republic, Mich	10	137053	Humboldt, Republic, Mich..	Dul., So. S. and At.
Hunter and Phenicia, N. Y.	2	107118	Phenicia, Hunter, N. Y.	Stony Clove and Catskill Mountain R. R.
Hunter Run and Pine Grove Furnace.	2	110052 (part)	Carlisle, Pine Grove Furnace, Pa.	South Mountain Railway and Mining Co.
Hunts Junction (n. o.), Wash., and Pendleton, Oregon.	8	173016	Hunts Junction (n. o.), Wash., Pendleton, Oregon.	Ore. and Wash. Ter. R. R.
Huntsville and Phelps, Tex.	11	150034	Phelps, Huntsville, Tex.	International and Great Northern.
Hurley and Monico, Wis.	10	139045	Monico, Hurley, Wis.	Mil., L. S. and W.
Hurley and Pence, Wis.	10	139070	Hurley, Pence, Wis.	Mil., L. S. and Wes.
Huron and Norwalk, Ohio.	5	131087	Huron, Norwalk, Ohio.	Wheeling and Lake Erie Rwy.
Hutchinson and Glencoe, Minn.	10	141056	Glencoe, Hutchinson, Minn.	Chic., M. and St. Paul.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
29.84	9,310	3	18	July 1, 1890	Pounds. 854	Supplied by Hope, N. Dak., and Larimore, N. Dak., and Breckenridge, Minn., R. P. O.
5.71	10,758	18	14	July 1, 1889	168	Balance of route covered by Larimore, N. Dak., and Breckenridge, Minn., R. P. O. (See Table A ^o .)
28.77	29,855	12	16	July 1, 1891	213	Supplied by Providence and New London R. P. O.
13.88	10,160	7	6	.....	.....	Supplied by Oshkosh, Wis., and by Ashland and Milwaukee, Wis., R. P. O. Connects at Crete, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O., and at Oshkosh, Wis., with Ishpeming, Mich., and Chicago, Ill., and Oshkosh and Milwaukee, Wis., R. P. O.
2.98	6,506	21	22	July 1, 1889	392	Supplied by initial and terminal offices. Connects at Hot Springs, S. Dak., with Buffalo Gap and Hot Springs, S. Dak., closed-pouch service, and at Minnekahta, S. Dak., with Lincoln, Nebr., and Deadwood, S. Dak., R. P. O.
24.54	80,837	21	10	July 1, 1890	334	Supplied by Vanceboro and Bangor R. P. O. 314 days.
51.05	32,058	6	22	July 1, 1891	187	Make Houston, Tex., connections. Connects at Alvin, Tex., with Newton, Kans., and Galveston, Tex., R. P. O.
52.25	16,354	3	12	July 1, 1890	40	July 1, 1891, service established. Makes Houston, Tex., connections. Connects at Chenango Junction (n. o.), Tex., with Chenango Junction (n. o.) and Velasco, Tex., R. R.
8.61	11,709	13	10	July 1, 1892	473	Makes Houston, Tex., connections. Connects at Sealy, Tex., with Newton, Kans., and Galveston, Tex., R. P. O. Train 1, outward, Mondays, Wednesdays, and Fridays. Train 2, inward, Tuesdays, Thursdays, and Saturdays.
14.83	27,940	18	24	July 1, 1887	320	Connects Champion, Mich., and Milwaukee, Wis., R. P. O., with Mackinaw City and Houghton, Mich., and Marquette and Bessemer, Mich., R. P. O.'s.
9.40	11,806	12	4	July 1, 1889	458	Balance of route (9.57 miles) covered by Harrisburg and Gettysburg R. P. O. (See Table A ^o and Table C ^o , under Carlisle and Carlisle Junction route.)
40.66	325	7	6	.....	.....	New service established June 27, 1892. Connects at Pendleton with Huntington and Portland, Oregon, R. P. O.
8.33	12,195	14	10	July 1, 1890	319	Connects at Phelps, Tex., with Palestine and Galveston, Tex., R. P. O.
88.59	120,480 8,918	13 16	34	.....do.....	588	Supplied by Ashland and Milwaukee, Wis., R. P. O. and by Hurley and Rhinelander, Wis. Connects at Hurley, Wis., with Bessemer, Mich., and Mellen, Wis., and Hurley and Pence, Wis., closed-pouch service; at Rhinelander, Wis., Sault Ste. Marie, Mich., and Minneapolis, Minn., R. P. O.
5.90	7,410	12	10	July 1, 1891	63	Six round trips per week between Rhinelander and Monico, Wis.
14.13	17,742	12	8	July 1, 1888	90	Supplied by Hurley, Wis., and Ashland and Milwaukee, Wis., R. P. O. Connects at Hurley, Wis., with Hurley and Monico, Wis., and Bessemer, Mich., and Mellen, Wis., closed-pouch service.
14.24	17,885	12	12	July 1, 1891	209	Supplied by initial and terminal offices, and by St. Paul, Minn., and Aberdeen, S. Dak., R. P. O. Connects at Hutchinson, Minn., with Hutchinson Junction (n. o.) and Hutchinson, Minn., closed-pouch service.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Hutchinson Junction (n. o.) and Hutchinson, Minn.	10	141060	Hutchinson Junction (n. o.), Hutchinson, Minn.	St. P., M. and M.
Idum and Telluride, Colo.	7	1165043 (part)	Ridgway, Telluride, Colo. ...	Rio Grande Southern
Indianola and Chariton, Iowa .	6	149042	Chariton, Indianola, Iowa ..	Chicago, Burlington and Quincy.
Inman and Victoria, Tenn.	5	127025	Inman, Victoria, Tenn.	Nashville, Chattanooga and St. Louis Rwy.
Instanter and Johnsonburg. . .	2	110192	Instanter, Johnsonburg, Pa.	Pennsylvania R. R.
Interior and Watersmeet, Mich.	10	137091	Watersmeet, Interior, Mich.	Mil., L. S. and W.
Ione and Galt, Cal.	8	176023	Galt, Ione, Cal.	Amador Branch Rwy.
Iron City and Pinkney, Tenn.	5	127023	Iron City, Pinkney, Tenn. ..	Nashville, Florence and Sheffield Rwy.
Irondale and St. Anthony Park (n. o.), Minn.	10	141071	Irondale, St. Anthony Park (n. o.), Minn.	Twin City Belt Line.
Iron River Junction (n. o.) and Watersmeet, Mich.	10	137038	Iron River Junction (n. o.), Watersmeet, Mich.	C. and N. W.
Irvona and Cresson.	2	110168	Irvona, Cresson, Pa.	Cresson, Clearfield Co. and N. Y. Short Route R. R.
Irwin and Blackburn.	2	110129	Irwin, Blackburn, Pa.	Youghiogheny R. R.
Isabel and Brownsville, Tex. .	11	150018	Brownsville, Isabel, Tex.	Rio Grande R. R.
Jackson and Allenville, Mo. . .	7	145048	Allenville, Jackson, Mo.	St. Louis, Iron Mountain and Southern.
Jacksonville and Mayport, Fla.	4	123036	Jacksonville, Mayport, Fla. .	Jack., Mayport, Pab. Beach Ry. C. Nav. Co.
Jacksonville and Pablo Beach, Fla.	4	123030	Jacksonville, Pablo Beach, Fla.	Jacksonville and Atlantic R. R.
Jamaica and Brooklyn, N. Y. .	2	107124	Brooklyn, Jamaica, N. Y.	Long Island R. R.
Jamestown and Allegheny Valley, and Pittsburg Junction.	2	107155	Jamestown, Allegheny Valley, and Pittsburg Junction (n. o.), N. Y.	Jamestown Street Railway Co.
Jamestown and Burr Oak, Kans.	7	155032	Jamestown, Burr Oak, Kans.	Central Branch, Union Pacific.
Jamestown and Chautauqua. .	2	107135	Jamestown, Chautauqua, N. Y.	Chautauqua Lake Railway ..
Jameville and Washington, N. C.	3	118013	Jameville, Washington, N. C.	Jameville and Washington.
Jameville and Afton, Wis.	10	139052	Afton, Jameville, Wis.	C. and N. W.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
53.40	33,535	6	20	July 1, 1891	Pounds. 163	Supplied by Minneapolis, Minn., and Hutchinson, Minn. Connects at Hutchinson Junction (n. o.) Minn., with Boundary Line (n. o.), N. Dak., and St. Paul, Minn., R. P. O.; and at Excelsior, Minn., with St. Paul, Minn., and Watertown, S. Dak., R. P. O.; and at Hutchinson, Minn., with Hutchinson and Glencoe, Minn., closed-pouch service.
7.76	5,680	7	12	Aug. 28, 1891	567	Connects at Illium, Colo., with Ridgway and Durango, Colo., R. P. O. 37.90 miles of route between Ridgway and Illium, Colo.; route 185043 covered by Ridgway and Durango, Colo., R. P. O. Reported last year as Ridgway and Telluride pouch service.
33.50	21,038	6	30	July 1, 1891	219	Supplied by initial and terminal offices and by the Burlington and Council Bluffs, Iowa, R. P. O. Connects at Indianola, Iowa, with Somerset Junction and Indianola pouch service.
5.68	3,567	6	4	July 1, 1892	30	
11.90	7,473	6	6	July 1, 1890	23	
9.02	6,041	6	4	July 1, 1892	50	Supplied by Ashland and Milwaukee, Wis., R. P. O., and Watersmeet, Mich. Connects at that point with Iron River Junction (n. o.) and Watersmeet, Mich., closed-pouch service.
27.90	20,423	7	36	July 1, 1890	384	Connects at Galt with Sacramento and San Francisco, Cal., R. P. O.
.....	1,841	6	8	July 1, 1889	46	Discontinued September 30, 1891.
9.35	17,015	18	16	July 1, 1891	100	Supplied by St. Paul, Minn. Connects at St. Anthony Park (n. o.), Minn., with all lines centering there.
54.70	40,106 12,246	7 16	18 14	July 1, 1892	183	Supplied by Florence, Wis., Watersmeet Mich., and Powers, Mich., and Florence, Wis., R. P. O. Connects at Iron River Junction (n. o.), Mich., with Crystal Falls, Mich., and Florence, Wis., closed-pouch service, and at Watersmeet, Mich., with Ashland and Milwaukee, Wis., R. P. O., and Interior and Watersmeet Mich., closed-pouch service.
27.75	34,854	12	24	July 1, 1889	114	Six round trips per week between Iron River Junction (n. o.) and Iron River, Mich.
8.54	5,363	6	8	....do	60	
23.20	16,982	7	2	July 1, 1890	24	Isabel and Brownsville, Tex., exchange pouches daily. Both offices exchange pouches with New Orleans, La., by steamer three times a month.
16.36	20,536	12	18	....do	290	Connects at Allenville, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O.
18.79	11,608	6	10	July 1, 1892	84	
17.38	10,945	6	6	....do	34	
9.58	18,049	18	16	July 1, 1889	400	
.....	.....	24	12	.....	.....
33.97	43,666	12	24	July 1, 1890	209	Connects at Jamestown, Kans., with Atchison and Lenora, Kans., R. P. O., and at Mankato, Kans., with St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.
28.09	35,381	12	28	July 1, 1889	210	
23.31	14,639	6	22	July 1, 1892	241	Connects Norfolk and Edenton R. P. O. at Jamesville, N. C., by boat between Jamesville and Edenton.
5.69	16,805	24	12	July 2, 1891	314	Connects Chicago, Ill., and Winona, Minn., R. P. O. with Janesville, Wis., and lines centering there

TABLE C.—Statement of mail service performed inclosed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Jasper and Huntingburg, Ind..	5	133032 (part)	Evansville, Jasper, Ind.	Louisville, Evansville and St. Louis Consolidated Rwy.
Jefferson Junction (n. o.) and Jeffersonville, Ind.	5	133043	Jeffersonville Junction (n. o.), Jeffersonville, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.
Jefferson Junction and Susquehanna.	2	110064 (part)	Carbondale, Susquehanna, Pa.	New York, Lake Erie and Western R. R.
Jeffersonville and Watson, Ind.	5	133056	Jeffersonville, Watson, Ind.	Ohio and Mississippi Rwy.
Johnson City and Emberville, Tenn.	3	127037	Johnson City, Emberville, Tenn.	K. T., V. and G.
Johnson City and Irwin, Tenn.	3	127032	Johnson City, Irwin, Tenn.	Chas., Cinn. and Chi.
Johnson Junction and Hillsboro, Ky.	5	129019	Johnson Junction, Hillsboro, Ky.	Covington, Flemingsburg and Ashland Rwy.
Juab and Frisco, Utah	8	169001 (part)	Juab, Frisco, Utah	O. S. L. and U. N. Rwy.
Junction and Columbia, Pa. . .	2	110031 (part)	Columbia, Sinking Spring, Pa.	Philadelphia and Reading R. R.
Junction (n. o.) and Hancock, Mich.	10	137068	Hancock Junction (n. o.), Mich.	Hancock and Calumet
Junction (n. o.) and Ignacio Station, (n. o.), Cal.	8	170036	Ignacio Station (n. o.), Junction (n. o.), Cal.	S. F. and N. P. Rwy. Co.
Junction and Mound City, Ill. .	6	135028	Junction, Mound City, Ill.	Illinois Central
Junction and Whitney, Pa.	2	110206	Junction (n. o.), Whitney, Pa.	Pennsylvania R. R.
Kaaterskill and Kaaterskill Junction.	2	107131	Kaaterskill, Kaaterskill Junction (n. o.), N. Y.	Kaaterskill R. R.
Kanopolis and Geneseo, Kans.	7	155086	Geneseo, Kanopolis, Kans.	Kanopolis and Kansas Central.
Katahdin Iron Works and Milo Junction (n. o.), Me.	1	101009	Milo Junction (n. o.), Katahdin Iron Works, Me.	Bangor and Piscataqua R. R.
Keating and Karthaus	2	110167	Keating, Karthaus, Pa.	Pennsylvania R. R.
Kennebunkport Station (n. o.) and Kennebunk Station, Me.	1	101027	Kennebunkport Station (n. o.), and Kennebunk Station (n. o.), Me.	Boston and Maine R. R.
Keokuk, Iowa, and Warsaw, Ill.	6	135027	Effner, Warsaw, Ill.	Toledo, Peoria and Western
Kercheval and Cannelton, Ind.	5	133032	Kercheval, Cannelton, Ind.	Louisville, Evansville and St. Louis Consolidated Rwy.
Kewaunee and Green Bay, Wis.	10	139081	Kewaunee, Green Bay, Wis.	Kew., G. B. and West.
Kingfield and Strong Station (n. o.), Me.	1	101025	Strong Station (n. o.), Kingfield, Me.	Franklin and Megantic R. R.
Kingston Depot and Narragansett Pier, R. I.	1	105007	Kingston Depot, Narragansett Pier, R. I.	Narragansett Pier R. R.
Kingsville and Yosemite, Ky. .	5	129028	Kingsville, Yosemite, Ky. .	Cincinnati and Green River Rwy.
Kingwood and Tunnelton, W. Va.	3	116021	Tunnelton, Kingwood, W. Va.	Tunn., King. and Fair Chance.
Kinkora and Julietstown.	2	109012	Kinkora, Julietstown, N. J. .	Pennsylvania R. R.
Kinzua Junction and Smethport.	2	110132 (part)	Bradford, Smethport, Ga.	Bradford, Bordell, and Kinzua R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
6.97	13,131	18	14	July 1, 1892	Pounds. 1,297	Balance of route, Huntingburg to Evansville (47.39 miles), covered by Louisville, Huntingburg and Evansville R. P. O. (See Table A*.) Service established October 1, 1891.
1.85	3,478	24	16	.....do.....	189	
3.80	4,773	12	8	July 1, 1889	436	¹ Balance of route (35.93 miles) covered by Nineveh and Wilkesbarre R. P. O. (See Table A*.)
7.65	5,600	7	8	July 1, 1892	243	
12.52	7,862	6	2	.....do.....		Connects Bristol and Chattanooga R. P. O. and Cranberry and Johnson City R. P. O. at Johnson City.
17.67	11,097	6	6	July 1, 1889	126	Connects Bristol and Chattanooga R. P. O. and Cranberry and Johnson City R. P. O. at Johnson City.
10.91	10,619	6	12	July 1, 1892	171	
136.90	85,973	6	34	July 1, 1890	1,548	Supplied by Salt Lake and Juab R. P. O. Balance of route covered by above R. P. O. and Ogden and Salt Lake R. P. O.
11.73	14,733	12	8	July 1, 1889	536	¹ Balance of route (28.40 miles) covered by Reading and Quarryville R. P. O. (See Table A*.)
7.93	16,589	20	46	July 1, 1892	410	Supplied by initial and terminal offices and Mackinaw City and Houghton, Mich., and Marquette and Bessemer, Mich., R. P. O.s. Connects at Junction (n. o.), Mich., with Lake Linden and Junction (n. o.), Mich., closed pouch-service, and at Hancock, Mich., with Calumet and Houghton, Mich., closed-pouch service.
7.51	10,905	14	10	July 1, 1890	185	Connects at Ignacio Station (n. o.) with Ukiah and San Francisco, Cal., R. P. O. Mails for offices on route 170039 go over this route; supplied by San Francisco, Cal.
2.98	6,508	21	6	July 1, 1891	161	Connects Chicago and Cairo, Ill., R. P. O. with Mound City, Ill.
1.42	1,784	12	4	July 1, 1892	33	
8	10,048	12	12	July 1, 1889	221	
14.69	9,225	6	4	July 1, 1890	75	Connects at Kanopolis, Kans., with Kansas City, Mo., and Denver, Colo., R. P. O., and at Geneseo, Kans., with Kansas City, Mo., Selina, Kans., and Pueblo, Colo., R. P. O.; Kansas City, Mo., and Geneseo, Kans., R. P. O., and the Little River and Hollywood, Kans., pouch service.
18.98	23,839	12	12	July 1, 1889	72	Connects at Milo Junction with Greenville and Bangor R. P. O.
22.15	13,910	6	6	.....do.....	69	
4.67	11,731	24	28	.....do.....	344	Supplied by Portland and Boston R. P. O.
5.78	7,260	12	6	July 1, 1890	1,780	¹ Balance of route (223.35 miles) covered by Logansport, Ind., and Keokuk, Iowa, R. P. O. (See Table A*.) Supplied by Keokuk, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O.
22.50	42,390	18	38	July 1, 1892	465	
34.62	10,871	6	24	.....do.....		Supplied by initial and terminal offices. Connects Green Bay, Wis., with lines centering there.
15.18	9,533	6	24	July 1, 1889	151	Supplied by Farmington and Portland R. P. O.
8.50	10,014	18	40	.....do.....	453	Supplied by Boston, Providence, and New York and Providence and New London R. P. O.
11.76	7,385	6	6	July 1, 1892	121	
11.41	14,331	12	12	July 1, 1889	126	Connects Baltimore and Grafton R. P. O. at Tunnelton.
9.80	12,309	12	12	.....do.....	147	
15.53	19,506	12	20	.....do.....	268	¹ Balance of route (10.30 miles) covered by Wells-ville and Bradford R. P. O. (See Table A*.)

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Kingston and Rome, Ga.	4	121008	Kingston, Rome, Ga.	Rome R. R.
Kissimmee and Narcoossee, Fla.	4	123037	Kissimmee and Narcoossee, Fla.	St. Cloud Sugar Belt R. R.
Kittery Junction (n. o.) and York Beach, Me.	1	101028	Kittery Junction (n. o.), York Beach, Me.	Boston and Maine K. R.
La Crosse and Goodland, Ind. .	5	183028 (part)	La Crosse, Attica, Ind.	Chicago and Indiana Coal Rwy.
Lafayette and Marshall Junction (n. o.), Colo.	7	165008	Marshall Junction (n. o.), Lafayette, Colo.	Union Pacific, Denver and Gulf.
La Harpe, Ill., and Burlington, Iowa.	6	135076	La Harpe, Ill., Burlington, Iowa.	Toledo, Peoria and Western.
La José Station and Hasting. .	2	110182	La José Station (n. o.), Hasting, Pa.	Pennsylvania R. R.
Lake Ann and Manistee, Mich.	9	137084	Manistee, Lake Ann, Mich. .	Manistee and Northeastern.
Lake City and Cadillac, Mich. .	9	137066	Cadillac, Lake City, Mich. .	Cadillac and Northeastern.
Lake City and Fort White.	4	123032	Lake City, Fort White, Fla.	Savannah, Fla. and West Ry.
Lake George and Fort Edward, N. Y.	2	107032	Fort Edward, Lake George N. Y.	Delaware and Hudson Canal Co.
Lake Linden and Junction (n. o.), Mich.	10	137099	Junction (n. o.), Lake Linden, Mich.	Hancock and Calumet.
Lake Park, Iowa, and Worthington, Minn.	6	143085	Lake Park, Iowa, Worthington, Minn.	Burlington, Cedar Rapids, and Northern.
Lake Roland and Garrison, Md.	3	113018	Lake Roland, Tobins, Md. .	Northern Central.
La Moure and Edgeley, N. Dak.	10	161005 (part.)	Fargo, Edgeley, N. Dak.	Nor. Pacf.
Lancaster and Chester, S. C. . .	4	120013	Chester, Lancaster, S. C.	Richmond and Danville R. R.
Lanes and Georgetown, S. C. . .	4	120020	Lanes, Georgetown, S. C.	Georgetown and Lanes R. R.
Lansdale and Norristown.	2	110098	Norristown, Lansdale, Pa. . .	Stony Creek R. R.
Lansdown Station and Pittstown.	2	109075	Lansdown Station (n. o.), Pittstown, N. J.	Lehigh Valley R. R.
Lapham Junction (n. o.) and McKenna, Wis.	10	139075	Lapham Junction (n. o.), McKenna, Wis.	C., M. and St. P.

parts of railroads over which no railway post-office runs, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
19.20	42,163	21	8	July 1, 1892	284	
16.56	20,768	12	6	do	85	
11.28	14,166	12	20	July 1, 1889	143	Connects at Kittery Junction with North Conway and Boston and Bangor and Boston R. P. O.'s.
49.30	30,900	6	18	July 1, 1892	333	Balance of route, Goodland to Attica (34.63 miles), covered by Mommence and Brazil R. P. O. (See Table A*.)
6.06	8,672	14	10	May 27, 1891	103	Connects at Marshall Junction (n. o.), Colo., with Greeley and Denver, Colo., R. P. O.
19.72	24,768	12	14	July 1, 1891	159	Supplied by Burlington, Iowa, and by Logansport, Ind., and Keokuk, Iowa, R. P. O. Connects at Burlington, Iowa, with all lines centering there.
14.38	8,998	6	8	Mar. 1, 1889	63	
52.49	74,185	18	32	July 1, 1892	361	Order March 2, 1892, to extend service from Interlochen to Lake Ann, Mich.; increase in distance, 7.83 miles; commencing March 15, 1892. R. P. O. service established on this line by order of May 23, 1892, began June 10, 1892. Connections were made at Copenish with the Frankfort and Toledo R. P. O.; at Manistee Crossing with the Traverse City and Grand Rapids; at Manistee, Mich., with the Manistee and East Saginaw R. P. O. Previous to the establishment of the R. P. O., service on this line was performed as follows: Six times a week from Lake Ann to Manistee, 53.49 miles. Six times a week from Neeson City to Manistee, 39.36 miles. Six times a week from Manistee Crossing to Manistee, 25.28 miles.
13.65	12,339	12	8	Feb. 1, 1888	82	At Cadillac, Mich., connections were made with the Mackinaw City and Grand Rapids, Copenish and Toledo, and Cadillac and Fort Wayne R. P. O.'s. Order March 15, 1892, discontinuing service and pay on this route to take effect March 19, 1892.
21.93	27,544	12	12	July 1, 1892	71	
15.51	32,468	20	48	July 1, 1889	742	
3.35	4,756	13	28	Sept. 10, 1890	225	Supplied by Houghton and Calumet, Mich., and by Mackinaw city and Houghton, Mich., and Marquette and Bessemer, Mich., R. P. O.'s. Connects at Junction (n. o.) Mich., with Junction (n. o.) and Hancock, Mich., closed-pouch service.
18.75	11,775	6	28	July 1, 1891	251	Supplied by Worthington, Minn., and by Minneapolis, Minn., and Council Bluffs, Iowa, R. P. O., and by Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O. Connects at Worthington, Minn., with Worthington, Minn., and Mitchell, So. Dak., R. P. O.
8.14	16,224	12	8	July 1, 1889	39	Supplied by closed pouches from Baltimore, Md.
21.84	12,716	6	8	July 1, 1890	492	Balance of Route covered by Fargo, and La Moure, N. Dak., R. P. O. (See Table A*.) Supplied by initial and terminal offices, and by Fargo and La Moure, N. Dak., R. P. O. Connects at Edgeley, N. Dak., with Edgeley, N. Dak., and Aberdeen, S. Dak., closed-pouch service, and at La Moure, N. Dak., with Jamestown and Oakes, N. Dak., R. P. O.
29.47	18,507	6	14	July 1, 1892	137	
36	45,216	12	10	do	340	
10.80	13,565	12	18	July 1, 1889	141	
4.16	7,637	18	10			
2.04	1,281	6	6	May 5, 1890	29	Supplied by Mathers and Tomah, Wis. Connects at Lapham Junction (n. o.), Wis., with Goodyear and Mathers, Wis., closed-pouch service.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
La Presa and Sweetwater Junction (n. o.), Cal.	8	178047	Sweetwater Junction (n. o.), La Presa, Cal.	Nat'l City and Otay R. R.
Latrobe and Hostetter, Pa.	2	110200	Latrobe, Hostetter, Pa.	Pennsylvania R. R.
Latrobe and Ligonier, Pa.	2	110118	Latrobe, Ligonier, Pa.	Ligonier Valley R. R.
Lawrenceburg Junction (n. o.) and Lawrenceburg, Ind.	5	133045	Lawrenceburg Junction (n. o.), Lawrenceburg, Ind.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.
Lawrence and Lowell, Mass.	1	104017	Lowell, Lawrence, Mass.	Boston and Maine R. R.
Lawrence and Salem, Mass.	1	104005	Salem, Lawrence, Mass.	Boston and Maine R. R.
Lawton and South Haven, Mich.	9	137063	Lawton, South Haven, Mich.	Toledo and South Haven.
Laurel and Red Lodge, Mont.	10	163011	Laurel, Red Lodge, Mont.	Rock Fork and Cooke City.
Laurens and Newberry, S. C.	4	120012	Newberry, Laurens, S. C.	Richmond & Danville R. R.
Leaman Place and Strasburg.	2	110026	Strasburg, Leaman Place, Pa.	Strasburg R. R.
Leavenworth and Menager, Kans.	7	155099	Menager Junction (n. o.), Leavenworth Junction (n. o.).	Kansas City, Wyandotte, and Northwestern.
Lebanon station (n. o.) and Albany Junction (n. o.), Oregon.	8	173010	Albany Junction (n. o.), Lebanon Station (n. o.), Oregon.	Ore. and Cal. R. R.
Lebanon and Cornwall.	2	110149	Lebanon, Cornwall, Pa.	Cornwall R. R.
Lebanon and Dodds, Ohio.	5	131073 (part)	Cincinnati, Dodds, Ohio.	Cincinnati, Lebanon, and Northern Rwy.
Leeds Junction (n. o.) and Lewiston, Me.	1	101003 (part)	Farmington, Brunswick, Me.	Maine Central R. R.
Lehi and Silver City, Utah.	8	169011	Lehi, Silver City, Utah.	O. S. L. and U. N. Rwy.
Leicester Junction, Vt., and Addison Junction (n. o.), N. Y.	1	103008	Leicester Junction, Vt., Addison Junction, N. Y.	Central Vermont R. R.
Leland, Miss., and Arkansas City, Ark.	4	126020	Leland, Miss., and Arkansas City.	Louis., New Orleans, and Tex. R. R.
Leon, Iowa, and Cainesville, Mo.	6	1143084 (part)	Des Moines, Iowa, Cainesville, Mo.	Des Moines and Kansas City.
Lewiston and South Auburn, Me.	1	101021	Lewiston, South Auburn, Me.	Grand Trunk Rwy.
Lewiston and Suspension Bridge.	2	107016 (part)	Buffalo, Lewiston, N. Y.	New York Central and Hudson River R. R.
Lewiston and Winifrede, W. Va.	3	116008	Winifrede Junction (n. o.), Winifrede, W. Va.	Winifrede.
Lexington and Lawrenceburg, Ky.	5	129039 (part)	Louisville, Lexington, Ky.	East Tennessee, Virginia and Georgia Rwy.
Little River and Hollyrood, Kans.	7	155065	Little River, Hollyrood, Kans.	Atchison, Topeka and Santa Fé.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
7.81	5,717	7	2	May 27, 1891	14	Supplied by San Diego, Cal.
5.11	6,418	12	8			
10.78	20,310	18	18	July 1, 1889	167	
2.50	4,972	19	8	July 1, 1892	247	
13.48	29,651	21	26	July 1, 1889	165	Initial and terminal offices exchange, and by St. Albans and Boston and Portland and Boston R. P. O.'s; 314 days.
22.33	42,070	18	40	do	129	Initial and terminal offices exchange, and by Portland and Boston, and Manchester, Lawrence and Boston R. P. O.'s.
36.03	47,835	18	55	July 1, 1892	330	At Lawton, Mich., connects Detroit and Chicago R. P. O.; at Hartford connects the Grand Rapids and La Crosse R. P. O.; at South Haven connects the Kalamazoo and South Haven R. P. O. Of the 18 round trips noted in column 8, six of these are between Lawton and Paw Paw only. 4.11 miles.
44.78	32,779	7	6	July 1, 1890	152	Supplied by Laurel, Mont., and St. Paul, Minn., and Helena, Mont., R. P. O.
31.76	19,945	6	24	July 1, 1892	380	This line formerly in Laurens and Columbia R. P. O.
4.87	6,117	12	8	July 1, 1889	58	
12.40	25,941	20	14	July 1, 1890	178	Makes Leavenworth, Kans., connections; also connects at Lansing, Kans., with Leavenworth and Lawrence, Kans., R. P. O. and at Menager Junction (n. o.), Kans., with Kansas City, Mo., and Beatrice, Nebr., R. P. O.
12.50	15,700	12	16	July 1, 1889	220	Connects at Albany, Oregon, with Portland, Oregon, and San Francisco, Cal., R. P. O.
6.36	7,988	12	18	do	94	
6.50	221	6	4	July 1, 1892	604	Commencing June 11, 1892, Dodds and Cincinnati R. P. O., curtailed at Lebanon, Ohio, making closed-pouch service, Lebanon to Dodds, Ohio; balance of route, Lebanon to Cincinnati, Ohio (31.10 miles), covered by Lebanon and Cincinnati R. P. O. (See Table A*.)
16.50	20,724	12	18	July 1, 1889	1,078	Balance of route (51.33 miles) covered by R. P. O. service (see Table A*); supplied by Farmington and Portland and Bangor and Boston R. P. O.'s.
54.05	39,565	7	10	July 1, 1890	115	Connects at Lehi with Salt Lake City and Utah R. P. O.
15.63	9,816	6	10	July 1, 1889	103	Supplied by Essex Junction and Boston, and Rutland, Bennington, and Troy R. P. O.'s.
24.44	17,890	7	20	July 1, 1892	660	
24.97	15,681	6	16	Jan. 1, 1889	171	Balance of route (87.94 miles) covered by Des Moines and Leon, Iowa, R. P. O. (See Table A*.) Supplied by Leon, Iowa, and by Des Moines and Leon, Iowa, R. P. O. Connects at Leon, Iowa, with Chariton, Iowa, and St. Joseph, Mo., R. P. O.
6	7,536	12	14	do	217	Supplied by Portland and Island Pond R. P. O.
4.75	8,949	18	6	do	12,040	Balance of route (24.98 miles) covered by Suspension Bridge and Buffalo R. P. O. (See Table A*.)
4.54	5,702	12	4	do	48	Connects Richmond and Hinton and Washington and Hinton R. P. O.'s at Lewistown, W. Va.
24.69	36,146	14	24	July 1, 1892	921	Balance of route, Louisville to Lawrenceburg (62.61 miles) covered by Louisville and Burgin R. P. O. (See Table A*.)
28.42	16,592	6	16	July 1, 1890	140	Connects at Little River, Kans., with Florence and Ellinwood, Kans., R. P. O.; at Geneseo, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., and Kansas City, Mo., and Geneseo, Kans., R. P. O., and at Lorraine, Kans., with Ellsworth and Burrton, Kans., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Livingston and Cinnibar (n. o.) Mont.	10	163012	Livingston, Cinnibar (n. o.), Mont.	Northern Pacific.....
Lizard Creek Junction and Pottsville, Pa.	2	110184	Lizard Creek Junction (n. o.), Pottsville, Pa.	Lehigh Valley R. R.
Lockhart and San Marcos, Tex.	11	150063	San Marcos, Lockhart, Tex.	Missouri, Kansas and Tex..
Lockhart and Austin Junction (n. o.), Tex.	11	150074	Austin Junction (n. o.), Lockhart, Tex.	San Antonio and Arkansas Pass.
Lock Haven and Grafton, Ill.	6	135109	Lock Haven (n. o.), Grafton, Ill.	St. Louis, Alton and Springfield.
Lockport Junction and Tonawanda, N. Y.	2	107015	Tonawanda, Lockport Junction (n. o.), N. Y.	New York Central and Hudson River R. R.
Longview and Carthage, Tex.	11	150048	Longview, Carthage, Tex.	Texas, Sabine Valley and Northwestern.
Lorain and Elyria, Ohio.....	5	131041 (part)	Lorain, Bridgeport, Ohio....	Cleveland, Lorain and Wheeling Rwy.
Los Angeles Station (n. o.) and Redondo Beach, Cal.	8	176058	Los Angeles Station (n. o.), Redondo Beach, Cal.	South California Rwy.
Los Angeles Sta. (n. o.) and Santa Monica, Cal.	8	176020	Los Angeles Sta. (n. o.), Santa Monica, Cal.	Los. Ang. and Ind. R. R.
Los Angeles Sta. (n. o.) and San Pedro, Cal.	8	176013	San Pedro, Los Angeles Sta. (n. o.), Cal.	So. Pac. R. R.
Loudoun Park (n. o.) and Catonsville, Md.	8	113026	St. Ag. Sta. (n. o.), Catonsville, Md.	Baltimore and Potoamac....
Louisburg, Franklinton, N. C.	8	118025	Louisburg, Franklinton, N. C.	Raleigh and Gaston.....
Louisville and Prospect, Ky...	5	129023	Louisville, Prospect, Ky....	Louisville and Nashville Rwy.
Louisville and Wadley, Ga....	4	121028	Wadley, Louisville.....	Louisville and Wadley E. R.
Lopez and Ricketts.....	2	110060 (part)	Monroe Station (n. o.), Ricketts, Pa.	Lehigh Valley R. R.
Lowell and Freeport, Mich....	9	137070	Lowell, Freeport, Mich.....	Lowell and Hastings, Mich.
Lowell Junction (n. o.) and Lowell, Mass.	1	104082	Lowell Junction (n. o.), Lowell, Mass.	Boston and Maine R. R.
Ludington and Stetson, Mich..	9	137074	Ludington, Stetson, Mich...	Mason and Oceana.....
Luther and Orono, Mich.....	9	137059	Orono, Luther, Mich.....	Grand Rapids and Indiana.
Lu Verne, Minn., and Doon, Iowa.	10	141030	Lu Verne, Minn., Doon, Iowa.	Chl., St. P., M. and O.....
Lynn and Dexterville, Wis....	10	139005	Dexterville, Lynn, Wis.....	C. M. and St. P.
Lyons and Denver, Colo.....	7	165028	Denver, Lyons, Colo.....	Denver, Utah and Pacific Railroad.
McDonough and Griffin, Ga...	4	121051 (part)	Columbus, McDonough, Ga..	Georgia Midland and Gulf R. R.
McGee's Station and Glen Campbell.	2	110184	McGee's Station (n. o.), Glen Campbell, Pa.	Pennsylvania R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
51	37,332	7	12	July 1, 1890	<i>Pounds.</i> 148	Supplied by Livingston, Mont., and St. Paul, Minn., and Helena, Mont., R. P. O.
24.30	86,162	24	30	.....	.....	.....
17.27	25,283	14	26	July 1, 1890	268	Connects at San Marcos, Tex., with Texarkana, Ark., and Laredo, Tex., R. P. O.
53.94	33,874	6	22	May 22, 1890	186	Connects at Austin Junction (n. o.), Tex., with Waco and Yoakum, Tex., R. P. O.
8.61	10,814	12	14	July 1, 1891	152	Supplied by Grafton, Ill., Alton, Ill., and by Springfield and Alton, Ill., R. P. O.
12.01	30,160	24	48	July 1, 1889	1,074	.....
39.35	24,711	6	16	July 1, 1890	190	Connects at Longview, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.; also with Texarkana, Ark., and Laredo, Tex., R. P. O.
7.90	9,920	12	18	July 1, 1892	1,389	Balance of route, Elyria to Bridgeport (150.23 miles), covered by Cleveland and Wheeling R. P. O. (See Table A*.)
22.92	33,555	14	10	July 1, 1890	101	Supplied by Los Angeles, Cal.
17.72	37,070	20	16	....do.....	235	Supplied by Los Angeles, Cal.
22.49	32,925	14	18	....do.....	366	Supplied by Los Angeles, Cal.
4.01	10,073	24	8	July 1, 1889	104	Supplied by closed pouches from Baltimore, Md.
10.34	19,481	18	12	July 1, 1892	242	Connects Norfolk and Raleigh R. P. O. at Franklinton.
11.03	8,074	7	4	....do.....	69	.....
10.42	6,543	6	4	....do.....	113	.....
7.34	4,610	6	4	July 1, 1889	208	*Balance of route, 27.91 miles, covered by Towanda and Lopez R. P. O. See Table A*.
12.85	19,908	18	16	July 1, 1892	166	At Lowell, Mich., connects the Detroit and Grand Haven R. P. O. At Elmdale, Mich., connects Detroit, Grand Ledge, and Grand Rapids R. P. O. Six of the 18 round trips are between Elmdale and Freeport only; 6 miles.
8.50	5,338	6	6	.....	.....	Lowell and Wameset exchange.
29.15	18,306	6	0	July 1, 1892	61	Connects the Ludington and Toledo R. P. O., Ludington, Mich.
11.87	14,909	12	5	....do.....	107	At Orono, Mich., connects the Cadillac and Ft. Wayne and Mackinaw City and Grand Rapids R. P. O's.
28.31	17,779	6	16	July 1, 1891	134	Supplied by Lu Verne, Minn., and by Worthington, Minn., and Mitchell, S. Dak., R. P. O. Connects at Rock Rapids, Iowa, with Ellsworth, Minn., and Sioux Falls, S. Dak., closed-pouch service, and with S. Falls, S. Dak., and Onawa, Iowa, R. P. O., and at Doon, Iowa, with Garretson, S. Dak., and Sioux City, Iowa, R. P. O.
25.80	16,202	6	6	....do.....	51	Supplied by Dexterville, Wis., and by Minocqua and New Lisbon, Wis., R. P. O. Connects at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O., and Vesper and Babcock, Wis., closed-pouch service.
48.86	61,369	12	26	July 1, 1890	121	Makes Denver, Colo., connections and connects at Longmont, Colo., with Greeley and Denver, Colo., R. P. O., and at Erie and Canfield, Colo., with Erie and Boulder, Colo., pouch service.
18.95	11,861	6	6	July 1, 1892	1,022	Remainder of route in Griffin and Columbus R. P. O.
5.57	5,382	6	4	Feb. 5, 1890	20	.....

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
McGehee and Trippe, Ark.....	11	147007 (part)	Arkansas City, Trippe, Ark.	St. Louis, Iron Mountain and Southern.
McNeal and Rockhill Furnace.	2	110180	Rockhill Furnace, McNeal, Pa.	East Broad Top R. R.....
McNeil and Magnolia, Ark.....	11	147015	McNeil, Magnolia, Ark.....	St. Louis and Southwestern
Madison, Ill., and St. Louis, Mo.	7	145043	St. Louis, Mo., Madison, Ill.	St. Louis Merchants Bridge Terminal.
Mackey's Ferry and Belle- porte, N. C.	3	118039	Mackey's Ferry, Belleporte, N. C.	Albemarle and Pamtego....
Mahopac Mines and Baldwin Place, N. Y.	2	107145	Mahopac Mines, Baldwin Place, N. Y.	New York and Northern R. R.
Mahopac and Golden's Bridge, N. Y.	2	107023	Golden's Bridge, Mahopac, N. Y.	New York Central and Hudson River R. R.
Malvern and Hot Springs, Ark.	11	147005	Malvern, Hot Springs, Ark.	Hot Springs R. R.....
Malvern and Tabor, Iowa.....	6	143108	Malvern, Tabor, Iowa.....	Tabor and Northern.....
Mammoth Cave and Glasgow Junction, Ky.	5	129036	Glasgow Junction, Mam- moth Cave, Ky.	Louisville and Nashville Rwy.
Manahawkin and Beach Haven, N. J.	2	109042	Beach Haven, Manahawkin, N. J.	Pennsylvania R. R.....
Manchester and Barnegat, N. J.	2	109050	Manchester, Barnegat, N. J.	Central R. R. of New Jersey
Mandeville Junction and Man- deville, La.	4	149028	Mandeville Junction (n. o.), Mandeville.	East Louisiana R. R.....
Manitou Junction (n. o.) and Colorado Springs, Colo.	7	165025	Manitou Junction (n. o.), Col- orado Springs, Colo.	Union Pacific, Denver and Gulf.
Mankato Jct. (n. o.) and Man- kato, Minn.	10	141019	Mankato Junction (n. o.), Mankato, Minn.	Win. and St. Peter.....
Manning and Audubon, Iowa	6	143080	Manning, Audubon, Iowa..	Chicago and North West- ern.
Manor Station and Claridge...	2	110111	Manor Station, Claridge, Pa.	Pennsylvania R. R.....
Manor Junction and Eastport Junction, N. Y.	2	107117	Manor Junction (n. o.), East- port Junction (n. o.), N. Y.	Long Island R. R.....
Manumuskinn and Maurice River.	2	109057	Manumuskinn, Maurice River, N. J.	West Jersey R. R.....
Marblehead and Lynn, Mass...	1	104009	Lynn, Marblehead, Mass...	Boston and Maine R. R....
Marblehead and Salem, Mass.	1	104004	Marblehead, Salem, Mass...	Boston and Maine R. R....
Marietta, Ohio, and Parkers- burg, W. Va.	5	131049	Marietta, Ohio, Parkersburg, W. Va.	Baltimore and Ohio South- western Rwy.
Marshfield and Greenwood, Wis.	10	130082	Marshfield, Greenwood, Wis.	Nor. Pac.....
Marshfield and Neillsville, Wis.	10	189084	Marshfield, Neillsville, Wis.	Chi., St. P., M. and O.....

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
5	3,660	7	22	July 1, 1890	Pounds. 1,383	101.65 miles of route covered by Little Rock, Ark., and Monroe, La., R. P. O., and 7.35 miles of route covered by Arkansas City and Warren, Ark., R. P. O. (See Table A.) Connects at McGehee, Ark., with Little Rock, Ark., and Monroe, La., R. P. O. Connects at Trippe, Ark., with Arkansas City and Warren, Ark., R. P. O.
11.08	6,958	6	6	July 1, 1889	32	
6.68	9,633	14	6	July 1, 1890	101	Connects at McNeil, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
5.23	5,335	12	4	Sept. 7, 1891	81	New service commenced September 7, 1891. Supplied only by closed pouches from St. Louis, Mo.
29.71	18,658	6	14	July 1, 1892	174	Connects Norfolk and Edenton R. P. O. by boat at Mackey's Ferry, N. C.
2.97	2,498	6	2	July 15, 1890	24	
7.28	9,144	12	10	July 1, 1889	58	
22.70	66,464	28	33	July 1, 1891	161	Connects at Malvern, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
9.44	11,867	12	8	do	161	Supplied by Malvern, Iowa, and by Burlington and Council Bluffs, Iowa, R. P. O.
8.51	12,459	14	6	July 1, 1892	50	
12.48	15,675	12	6	July 1, 1889	37	
22.30	56,018	24	26	do	176	
11.04	8,059	6	4	do		New line, branch of New Orleans and Covington.
9.29	13,601	14	4	July 1, 1890	178	Connects at Manitou Junction (n. o.), Colo., with Denver, Colo., and Fort Worth, Tex., R. P. O., and at Colorado Springs, Colo., with Denver and Glenwood Springs, Colo., R. P. O.; Denver, Colo., and Ogden, Utah, R. P. O.; Colorado Springs and Aspen, Colo., R. P. O.; St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.; Colorado Springs and Manitou Springs, Colo., pouch service, and Denver and Pueblo, Colo., pouch service.
4.09	10,274	24	8	July 1, 1891	353	Connects Mankato, Minn., with Winona, Minn., and Watertown, S. Dak., R. P. O.
17.89	22,470	12	26	do	289	Supplied by Carroll, Manning and Audubon, Iowa, and by Cedar Rapids and Council Bluffs, Iowa, R. P. O. Connects at Manning, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and with Carroll and Kirkman pouch service. Connects at Audubon, Iowa, with Audubon and Atlantic, Iowa, pouch service.
3.90	4,898	12	20	July 1, 1889	94	
5.43	3,410	6	9	do	49	
10.10	12,686	12	20	do	102	
6.38	12,020	18	27	July 1, 1890	618	Supplied by initial and terminal offices, and by Boston, Mass., Lynn and Clifton exchange, Lynn with Swampscott.
8.99	10,023	24	22	do	182	Supplied by Bangor and Boston R. P. O.'s and Boston, Mass.
14.06	30,876	21	24	July 1, 1892	1,303	
23.37	14,676	6	6	do		Supplied by Marshfield, Wis.; connects at that point with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O.; Marshfield and Millville, and Wausau and Marshfield closed-pouch service.
23.21	37,728	18	8	do		Supplied by initial and terminal offices. Connects at Marshfield, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O., and Wausau and Marshfield, Wis., closed-pouch service, and at Neillsville, Wis., with Neillsville and Merrillton, Wis., closed-pouch service.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Martinez and San Ramon, Cal.	8	176072	Martinez, San Ramon, Cal.	So. Pac. R. R.
Marysville and Clough Junction (n. o.), Mont.	10	163007	Clough Junction (n. o.), Marysville, Mont.	Nor. Pac.
Matawan Junction and Atlantic Highlands.	2	109069	Matawan Junction (n. o.), Atlantic Highlands, N. J.	Central R. R. of New Jersey.
Matawan Station and Freehold.	2	109043	Matawan Station (n. o.), Freehold, N. J.	Central R. R. of New Jersey.
Mauch Chunk and Tamaqua.	2	110100	Tamaqua, Mauch Chunk, Pa.	Central R. R. of New Jersey.
Maysville and Pittsfield, Ill.	6	135075	Maysville, Pittsfield, Ill.	Wabash
Maxton and Rowland, N. C.	3	118017	Maxton, Rowland, N. C.	Maxton, Alma and Rowland.
Meadows and Whitefield Junction (n. o.), N. H.	1	102018	Whitefield Junction (n. o.), Meadows, N. H.	Concord and Montreal R. R.
Meadville and Linesville.	2	110107	Meadville, Linesville, Pa.	Pittsburg, Shenango and Lake Erie R. R.
Means and Cadiz, Ohio	5	131083	Means, Cadiz, Ohio.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.
Mechanicsburg and Dillsburg.	2	110080	Mechanicsburg, Dillsburg, Pa.	Cumberland Valley R. R.
Mechanicsville and Reynolds.	2	107107	Mechanicsville, Reynolds, N. Y.	Boston, Hoosac Tunnel and Western R. R.
Medford and Boston, Mass.	1	104012	Boston, Medford, Mass.	Boston and Maine R. R.
Medford and Haddonfield, N. J.	2	109045	Haddonfield, Medford, N. J.	Camden and Atlantic R. R.
Medford and Jacksonville, Oregon.	8	173015	Medford, Jacksonville, Oregon.	Rogue Riv. Val. R. R.
Melrose and Vernon, Conn.	1	106008	Vernon, Melrose, Conn.	New York and New England R. R.
Menominee, Mich., and Crivitz, Wis.	10	139057	Menominee, Mich., Crivitz, Wis.	Mil. and Nor.
Menomonie and Red Cedar Junction (n. o.), Wis.	10	139056	Red Cedar Junction (n. o.), Menomonie, Wis.	Chi., Mil. and St. P.
Mentone and San Bernardino, Cal.	8	176056	San Bernardino, Mentone, Cal.	So. Cal. Rwy.
Meredith and Clare, Mich.	9	137044	Claire, Meredith, Mich.	Flint and Pere Marquette.
Micanopy Junction (n. o.), Micanopy, Fla.	4	123017	Micanopy Junction (n. o.), Micanopy, Fla.	Florida Southern
Middleboro and Attleboro, Mass.	1	104043	Attleboro, Middleboro, Mass.	Old Colony R. R.
Middleboro and Fall River, Mass.	1	104039 (part)	South Braintree Junction (n. o.), Mass., Newport, R. I.	Old Colony R. R.
Middletown and Berlin Depot (n. o.), Conn.	1	106003	Middletown, Berlin Depot (n. o.), Conn.	New York, New Haven and Hartford R. R.
Middletown and Hamilton, Ohio.	5	131108	Hamilton, Middletown, Ohio.	Cincinnati and Dayton Rwy.
Midville and Swainsboro, Ga.	4	121053	Midville, Swainsboro, Ga.	Midville and Swains R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
24	27,936	14	40	Sept. 14, 1891	Pounds. 277	New service established September 14, 1891. Connects at Martinez, Cal., with San Francisco and Los Angeles, Cal., R. P. O. Initial and terminal offices exchange. San Francisco exchanges with all offices on this line.
12. 47	18,256	14	6	July 1, 1890	100	Supplied by Helena, Mont., and St. Paul, Minn., and Helena, Mont., R. P. O. Connects at Clough Junction (n.o.), Mont., with Helena, Mont., and Spokane, Wash., R. P. O.
11. 03	27,707	24	36	July 1, 1889	412	
12. 72	23,964	18	32	....do	173	
16. 14	30,408	18	36	....do	309	
6. 73	18,196	26	8	July 1, 1891	416	Supplied by Decatur, Ill., and Hannibal, Mo., R. P. O., and by La Fayette, Ind., and Quincy, Ill., R. P. O.
16. 24	16,261	6	6	July 1, 1892	53	Connects Fayette and Bennetts R. P. O., and Will and Ruth, R. P. O.'s at Maxton, N. C.
8. 50	5,338	6	12	July 1, 1889	850	Supplied by Lancaster and Boston R. P. O., Meadows with Whitefield.
21. 22	39,960	18	20	....do	833	
8. 12	10,196	12	12	July 1, 1888	941	
8. 80	11,053	12	12	July 1, 1889	281	
4. 75	5,966	12	4	....do	18	
5. 32	16,705	30	32	....do	317	Supplied by Boston, Mass.
11. 99	15,059	12	14	....do	162	
5. 35	7,852	14	8	June 8, 1891	220	Connects at Medford, Oregon, with Portland, Oregon, and San Francisco, Cal., R. P. O.
13. 15	16,516	12	22	July 1, 1889	163	Supplied by Springfield and Hartford and Boston and Hopewell Junction R. P. O.'s.
22. 96	31,226	16	16	July 1, 1891	122	Supplied by initial and terminal offices and by Champion, Mich., and Milwaukee, Wis., R. P. O. Connects at Menominee, Mich., with Ishpeming, Mich., and Chicago, Ill., R. P. O.
16. 38	10,287	6	10	....do	101	Supplied by Menominee, Wis., and Eau Claire, Wis., and Wabasha, Minn., R. P. O. Connects at Menominee, Wis., with St. Paul, Minn., and Elroy, Wis., R. P. O.
12. 55	33,458	31	18	July 1, 1890	293	Route extended September 4, 1891, Redlands to Montone. Supplied by San Bernardino and Los Angeles, Cal., offices. Connects at San Bernardino, Cal., with Albuquerque, N. Mex., and Los Angeles, Cal., and San Bernardino and Orange, Cal., R. P. O.'s.
32. 06	40,267	12	16	July 1, 1892	197	At Clare, Mich., connects the Frankfort and Toledo, Manistee and East Saginaw, and Ludington and Monroe R. P. O.'s.
3. 86	4,842	12	4	....do	99	
22. 06	27,707	12	55	July 1, 1889	145	Connects at Attleboro with Boston and Providence R. P. O., at Middleboro with Boston and Cape Cod R. P. O.'s.
19. 79	24,856	12	53	....do	3,310	Balance of route (41.56 miles) covered by R. P. O. service. (See Table A*.) Connects at Middleboro with Boston and Cape Cod R. P. O.'s.; at Fall River with Boston and Newport R. P. O.
11. 26	28,285	24	36	....do	290	Supplied by Hartford, Conn., Boston, Springfield and New York R. P. O.'s., and Boston, Providence and New York R. P. O.'s.
15. 89	19,958	12	10	....do	81	
18. 42	11,630	6	8	July 1, 1892	106	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of routes.	Contract, designation, termini of route.	Corporate title of company.
Milaca and Elk River, Minn ..	7	141059	Elk River, Milaca, Minn	St. P., M. and M.
Military Junction (n. o.) and Fort Logan, Colo.	10	165040	Military Junction (n. o.) and Fort Logan, Colo.	Denver and Rio Grande...
Milford and Ashland, Mass...	1	104080	Milford, Ashland, Mass.	New York and New England R. R.
Milford and Bellingham, Mass	1	104059	Milford, Bellingham, Mass .	New York and New England R. R.
Millbury Junction (n. o.) and Millbury, Mass.	1	104026	Millbury Junction (n. o.), Millbury, Mass.	Boston and Albany R. R.
Millen and Stillmore, Ga	4	121055	Millen, Stillmore, Ga.	Millen Southern R. R.
Mira Flores (n. o.) and Tustin City, Cal.	8	170067	Mira Flores (n. o.), Tustin City, Cal.	So. Pac. Rwy.
Millstadt and Millstadt Junction (n. o.), Ill.	7	135100	Millstadt Junction (n. o.), and Millstadt, Ill.	Mobile and Ohio.
Millwood and Jackson C. H., W. Va.	3	116024	Millwood, Jackson, C. H., W. Va.	Rep. Mill Co. Valley
Milroy and Lewistown Junction, Pa.	2	110049	Lewistown Junction (n. o.), Milroy, Pa.	Pennsylvania R. R.
Milton Junction and Janesville, Wis.	10	139004 (part)	Milton Junction, Shullsburg, Wis.	Chi., Mil. and St. Paul
Milwaukee and Rugby Junction (n. o.), Wis.	10	139017 (part)	Milwaukee, Ashland, Wis...	Nor. Pacf.
Milwaukee Junction and West Detroit, Mich.	9	137062	Milwaukee Junction (n. o.), West Detroit, Mich.	Chicago, Detroit and Canada Grand Trunk Junction.
Minden and Lanesville, La.	11	149023	Minden, Lanesville, La.	Minden R. R.
Mineola and Hempstead.	2	107111	Mineola, Hempstead, N. Y.	Long Island R. R.
Mineral Point and Potosi, Mo.	7	145049	Mineral Point, Potosi, Mo. ...	St. Louis, Iron Mountain and Southern.
Minneapolis and Mendota, Minn.	10	141044	Mendota, Minneapolis, Minn.	Chi., M. & St. P.
Missaukee Junction (n. o.) and Lake City, Mich.]	9	137050	Missaukee Junction (n. o.), Lake City, Mich.	Grand Rapids and Indiana.
Moffatt (n. o.) and Troy, Tenn.	5	127028	Moffatt (n. o.), Troy, Tenn..	Troy and Tiptonville Rwy.
Molin and Milan, Ill.	6	135031	Moline, Milan, Ill.	Davenport and Rock Island.
Monarch and Clendenin, Mont.	10	163016	Monarch, Clendenin, Mont..	Mont. Central.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
33.12	20,799	6	28	July 1, 1891	Pounds. 121	Supplied by initial and terminal offices, connects at Milaca, Minn., with Hinckley and St. Cloud, Minn., closed-pouch service, and at Elk River, Minn., with St. Paul, Minn., and Helena, Mont., and St. Paul, Minn., and Minot, N. D., R. P. O.'s. Trains are run from Denver to Fort Logan, Colo.
1.80	2,635	14	4	July 1, 1890	91	
12	15,072	12	24	July 1, 1889	114	Supplied by initial and terminal offices. Connects at Ashland with Boston, Springfield and New York R. P. O.
4.74	5,953	12	14	....do.....	112	Connects at Franklin with Boston and Fishkill R. P. O.
3.25	4,082	12	12	....do.....	70	Connects at Junction with Boston and Albany R. P. O.
31.52	39,584	12	20	July 1, 1892	153	Formerly Rogers and Stillmore R. R.
11.26	8,242	7	8	July 1, 1890	144	Connects with Los Angeles and Santa Ana R. P. O. at Anaheim.
7.14	13,452	18	6	July 1 1889	73	Supplied by St. Louis, Mo., and Jackson, Tenn., R. P. O.
12.97	8,145	6	8	Jan. 28, 1889	143	
12.46	15,650	12	20	July 1, 1889	146	
7.91	24,837	30	62	July 1, 1891	1,518	Balance of route covered by Gratiot and Shullsburg, Wis., closed-pouch service, and Rockford, Ill., and Mineral Point, Wis., R. P. O. (see Table A*); connects Janesville, Wis., and Rockford, Ill., and Mineral Point, Wis., R. P. O., with Chicago, Ill., and Prairie du Chien, Wis., R. P. O.
26.71	55,887	20	20	....do.....	3,034	Balance of route covered by Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O., and Duluth, Minn., and Abbottsford, Wis., R. P. O. (See Table A*). Connects at Milwaukee, Wis., with all lines centering at that city, and at Rugby Junction (n. o.), Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., and Oshkosh and Milwaukee, Wis., R. P. O.
4.64	2,914	12	5	July 1, 1892	13	At Milwaukee Junction connections are made with the Detroit and Grand Haven and Fort Gratiot and Detroit R. P. O.'s. At West Detroit connections are made with Bay City, Wayne and Detroit, Big Rapids and Detroit, Detroit, Grand Lodge and Grand Rapids, Detroit and Chicago, Detroit and Grand Rapids, Detroit, Three Rivers and Chicago, Mackinaw City and Detroit, and Detroit and Toledo R. P. O.'s.
6.09	8,784	14	8	July 1, 1890	184	Outward. Connects at Laneville, La., with Meridian, Miss., and Shreveport, La., R. P. O.
3.43	8,616	24	16	July 1, 1889	188	
4.27	8,045	18	8	July 1, 1891	290	Connects at Mineral Point, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
9.66	20,200	20	30	....do.....	1,338	Connects Minneapolis, Minn., with St. Paul, Minn., and Decorah, Iowa, and St. Paul, Minn., and Mason City, Iowa, R. P. O.'s.
14.89	10,171	18	3	July 1, 1892	178	Order March 23, 1892, extending service and route from Jennings to Lake City, Mich., increasing distance 6.85 miles. Began March 21, 1892. At Missaukee Junction connects the Mackinaw City and Grand Rapids and Cadillac and Fort Wayne, R. P. O.'s. Six of the round trips noted in column 8 are between Missaukee Junction and Jennings, 8.04 miles.
.....	2,970	12	14	July 1, 1889	132	Service discontinued December 31, 1891.
8.05	5,065	6	8	....do.....	.....	Supplied by Rock Island, Ill., and by Moline, Ill.
11.37	3,547	3	4	.....	.....	Supplied by Monarch and Great Falls, Mont. Connects at Monarch, Mont., with Allen Station (n. o.), and Monarch, Mont., closed-pouch service.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Moncure and Pittsboro, N. C. . .	3	118029	Moncure, Pittsboro, N. C. . .	Raleigh and Augusta Air Line.
Monmouth Junction and Rocky Hill.	2	109011	Rocky Hill, Monmouth Junction, N. J.	Pennsylvania R. R.
Monroe and Blankston, La. . . .	11	149001 (part)	State Line (n. o.), Eureka, La.	Houston, Central Arkansas and Northern.
Monroe Station and Foot of Plane, Pa.	2	110069 (part)	Towanda, Foot of Plane, Pa.	Lehigh Valley R. R.
Monson and Monson Junction (n. o.), Me.	1	101023	Monson Junction (n. o.), Monson, Me.	Monson R. R.
Montague and Yreka, Cal. . . .	8	178046	Yreka, Montague, Cal.	Yreka R. R.
Montclair and Newark, N. J. . .	2	109027	Newark, Montclair, N. J. . . .	Delaware, Lackawanna and Western R. R.
Monticello and Port Jervis. . . .	2	107078	Port Jervis, Monticello, N. Y.	Port Jervis, Monticello and N. Y. R. R.
Montello and Packwaukee, Wis.	10	139071	Packwaukee, Montello, Wis.	Nor. Pac.
Montour Junction and Imperial, Pa.	2	110127	Montour Junction (n. o.), Imperial, Pa.	Montour R. R.
Montpelier Junction (n. o.) and Williamstown, Vt.	1	103017	Montpelier Junction (n. o.), Williamstown, Vt.	Central Vermont R. R. . . .
Montrose and Grand Junction, Colo.	7	165012 (part)	Salida, Grand Junction, Colo.	Denver and Rio Grande. . . .
Montrose and Ouray, Colo. . . .	7	165037	Montrose, Ouray, Colo.	Denver and Rio Grande . . .
Montvale Junction (n. o.) and Stoneham, Mass.	1	104085	Montvale Junction (n. o.), Stoneham, Mass.	Boston and Maine R. R. . . .
Moers and West Chazy, N. Y.	2	107028 (part)	Albany, Moers, N. Y.	Delaware and Hudson Canal Co.
Morganfield and Uniontown, Ky.	5	129035	Morganfield, Uniontown, Ky.	Ohio Valley Rwy.
Morgan Junction and Cumberland, Ohio.	5	131048	Morgan Junction, Cumberland, Ohio.	Eastern Ohio R. R. Co.
Morris and Browns Valley, Minn.	10	141034	Morris, Browns Valley, Minn.	St. P., M. and M.
Morris Run and Blossburg, Pa.	2	110136	Blossburg, Morris Run, Pa. . .	New York, Lake Erie and Western R. R.
Moscow, Idaho, and Colfax, Wash.	8	171006 (part)	Moscow, Idaho, Colfax, Wash.	O., S. L. and U. N. Rwy. . . .
Mount Carmel and Alaska. . . .	2	110088	Alaska (n. o.), Mount Carmel, Pa.	Philadelphia and Reading R. R.
Mount Gilead and Edison, Ohio	5	121072	Edison, Mount Gilead, Ohio.	Cleveland, Cincinnati, Chicago and St. Louis Rwy.
Mount Healthy and College Hill Junction, Ohio.	5	131059	College Hill Junction, Mount Healthy, Ohio.	Cincinnati Northwestern Rwy.
Mount Jewett and Kane, Pa. . .	2	110086 (part)	Mount Jewett, Callery, Pa. . .	Pittsburg and Western R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
12.31	15,461	12	8	July 1, 1892	112	Connects Raleigh and Gibson's Station R. P. O. at Moncure, N. C.
6.82	8,566	12	14	July 1, 1889	115	
19.90	14,567	7	14	May 7, 1891	364	Balance of route covered by Little Rock, Ark., and Monroe, La., R. P. O. (46.16 miles). Connects at Monroe, La., with Little Rock, Ark., and Monroe, La., R. P. O.; also with Meridian, Miss., and Shreveport, La., R. P. O.
9.42	5,916	6	8	July 1, 1889	88	¹ Balance of route (5.60 miles) covered by Towanda and Lopez R. P. O. (See Table A*.)
6.26	7,863	12	6	do	72	Supplied by Greenville and Bangor R. P. O.
8.02	5,871	7	6	May 27, 1891	377	Connect at Montague with Portland, Oregon, and San Francisco, Cal., R. P. O.
6.60	29,014	42	148	July 1, 1889	515	¹ Including 12 sacks.
24.56	46,271	18	32	do	227	
7.01	8,805	12	4	July 1, 1891	135	Supplied by Stevens Point and Portage, Wis., R. P. O.
11	13,816	12	12	July 1, 1889	154	
15.08	28,411	18	12	do	434	Supplied by initial and terminal offices and St. Albans and Boston R. P. O.
72.50	13,625	7	20	July 1, 1890	2,365	Reported last year as covered by Montrose and Grand Junction, Colo., R. P. O. 136.94 miles of route 165012, between Salida and Montrose, Colo., covered by Salida and Ouray, Colo., R. P. O., (See Table A*.)
(¹)	10,681	7	52	do	666	¹ From June 5, 1892, 25 days. Connects at Montrose, Colo., with Salida and Grand Junction, Colo., R. P. O., and Ridgway, Colo., with Ridgway and Telluride, Colo., R. P. O. ¹ Covered by Salida and Ouray, Colo., R. P. O. (See Table A*.) ² Between Ridgway and Ouray, Colo. (11.39 miles), from August 27, 1891, to June 5, 1892.
2.52	983	9	18	Feb. 1, 1892	332	Supplied by Boston, Mass., 130 days. New service.
11.75	14,758	12	24	July 1, 1889	210	¹ Balance of route (176.91 miles) covered by Rouse's Point and Albany R. P. O. (See Table A*.)
6.91	9,384	14	18	July 1, 1892	120	
17.70	22,231	12	28	do	99	
47.23	29,660	6	28	July 1, 1891	185	Supplied by initial and terminal offices, and Boundary Line (n. o.), N. Dak., and St. Paul, Minn. R. P. O. Connects at Morris, Minn., with Brainerd and Morris, Minn., R. P. O., and at Graceville, Minn., with Fargo, N. Dak., and Ortonville, Minn., R. P. O.
3.79	2,880	6	4	July 1, 1889	59	
27.90	40,846	14	18	July 1, 1890	859	Connects at Colfax, Wash., with Spokane, Wash., and Pendleton, Oregon, R. P. O. 36.25 miles of this route covered by Spokane, Wash., and Pendleton, Oregon, R. P. O. Balance of route, (53 miles) covered by Dunbar to Cornwell closed-pouch service.
1.96	4,924	24	10	July 1, 1889	109	
2.38	5,979	24	10	July 1, 1892	264	
7.07	8,880	12	10	do	154	
11.80	22,231	18	18	July 1, 1889	573	¹ Balance of route (128.61 miles) covered by Kane and Butler and Erie, Butler and Pittsburgh R. P. O.'s. (See Table A*.)

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Mount Pleasant and Broad Ford.	2	110141	Broad Ford, Mount Pleasant, Pa.	Baltimore and Ohio R. R.
Mount Pleasant and Scottdale Junction.	2	110185	Mount Pleasant, Scottdale Junction (n. o.), Pa.	Pennsylvania R. R.
Mount Union and Robertsdale.	2	110085	Mount Union, Robertsdale, Pa.	East Broad Top R. R.
Mount Zion and Keosauqua, Iowa.	6	143062	Mount Zion, Keosauqua, Iowa.	Chicago, Rock Island and Pacific.
Nantucket and Siasconset, Mass.	1	104042	Nantucket, Siasconset, Mass.	Nantucket R. R.
Nareuta (n. o.) and Metropolitan, Mich.	10	137058	Nareuta (n. o.), Metropolitan, Mich.	Chi. and Nor. W.
Nashville and Sparta, Ill.	7	135106	Sparta, Nashville, Ill.	Centralia and Chester.
Natchitoches and Cypress, La.	11	149017	Cypress, Natchitoches, La.	Natchitoches R. R.
Navasota and Somerville (n. o.), Tex.	11	150050	Somerville (n. o.), Navasota, Tex.	Gulf, Colorado and Santa Fe.
Necedah and Wyeville, Wis.	10	139062	Wyeville, Necedah, Wis.	Chi. and Nor. W.
Neeleysville and Doniphan, Mo.	7	145035	Neeleysville, Doniphan, Mo.	St. Louis, Iron Mountain and Southern.
Nellisville and Merrillon, Wis.	10	139037	Merrillon, Nellisville, Wis.	Chi., St. P., M. and Om.
Nephi and Moroni, Utah.	8	169010	Nephi, Moroni, Utah.	San Pete Valley R. R.
Nevada City and Colfax, Cal.	8	176019	Colfax, Nevada City, Cal.	Nev. Co. Narrow Gauge R. R.
Nevada, Mo., and Cornell (n. o.), Kans.	7	145058 (part)	Nevada, Mo., Belle Plaine, Kans.	Nevada and Minden.
Newark and Columbus, Ohio.	5	131001 (part)	Bellaire, Columbus, Ohio.	Baltimore and Ohio Rwy. ..
Newark and Delaware City.	2	112007	Newark, Delaware City, Del.	Philadelphia, Wilmington and Baltimore R. R.
Newark and Granville, Ohio.	5	131112	Newark, Granville, Ohio.	Newark and Granville Street Rwy.
New Albany, Ind., and Louisville, Ky.	5	133062	New Albany, Ind., Louisville, Ky.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.
New Bedford and Fall River, Mass.	1	104051	New Bedford, Fall River, Mass.	Old Colony R. R.
New Britain and Berlin Junction (n. o.), Conn.	1	106002	New Britain, Berlin Junction (n. o.), Conn.	New York, New Haven and Hartford R. R.
New Brunswick and East Millstone.	2	109010	East Millstone, New Brunswick, N. J.	Pennsylvania R. R.
Newburg and Evansville, Ind.	5	133060	Evansville, Newburg, Ind. ..	Evansville, Suburban and Newburg Rwy.
Newburg and Greycourt.	2	107004	Newburg, Greycourt, N. Y. ..	New York Lake Erie and Western R. R.
Newburg and State Centre, Iowa.	6	143068	Newburg, State Centre, Iowa	Iowa Central.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
10.42	13,068	12	20	July 1, 1889	133	
5.65	10,645	18	30	Feb. 5, 1890	257	
30.13	56,765	18	36	July 1, 1889	254	
5	9,420	18	10	July 1, 1891	203	Supplied by Mount Zion, Iowa, and by Des Moines and Keokuk, Iowa, R. P. O.
11.49	4,826	12	10	July 1, 1889	190	Summer only, from June 1 to September 30, 105 days.
34.90	21,917	6	18	July 1, 1892	96	Supplied by Escanaba, Mich., and Ishpeming, Mich., and Chicago, Ill., R. P. O.
25.82	28,444	12	22	July 1, 1891	85	Connects at Nashville, Tenn., with Nashville, Tenn., and St. Louis, Mo., R. P. O.; at Coulterville, Ill., with St. Louis, Mo., and Eldorado, Ill., R. P. O. and St. Louis, Mo., and Paducah, Ky., R. P. O., and at Sparta, Ill., with St. Louis, Mo., and Jackson, Tenn., R. P. O.
						¹ Between Oakdale and Sparta, Ill. (17.08 miles), from July 1 to November 9, 1891.
12.70	18,593	14	10	July 1, 1890	284	Connects at Cypress, La., with New Orleans, La., and Marshall, Tex., R. P. O.
28.50	20,862	7	12	do	60	Connects at Somerville (n.o.), Tex., with Newton, Kans., and Galveston, Tex., R. P. O. Connects at Navasota, Tex., with Conroe and Navasota, Tex., R. P. O.; also with the Denison and Houston, Tex., R. P. O.
16.48	24,127	14	4	July 1, 1891	41	Supplied by Necedah, Wis., and by St. Paul, Minn., and Elroy, Wis., R. P. O. Connects at Necedah, Wis., with Babcock and Tomah, Wis., closed-pouch service.
19.98	12,547	6	18	do	195	Connects at Neeleysville, Mo., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
15.43	20,985	13	12	do	341	Supplied by Merrillville, Wis., St. Paul, Minn., and Elroy, Wis., and Fort Howard, Wis., and Winona, Minn., R. P. O.'s. Connects at Nellsville, Wis., with Marshfield and Nellsville, Wis., closed-pouch service.
24.17	15,179	6	8	July 1, 1890	503	Connects at Nephi with Salt Lake City and Juab, Utah, R. P. O.
22.77	33,335	14	20	do	770	Connects at Colfax, Cal., with Ogden, Utah, and San Francisco, Cal., R. P. O.
(¹)	27,515	7	58	July 1, 1891	909	¹ Covered by Nevada, Mo., and Fleming, Kans., R. P. O. (See Table A*.)
33.10	48,458	14	24	July 1, 1892	19,517	² From October 11, 1891, to June 13, 1892.
						Balance of route, Newark to Bellaire (103.82 miles), covered by Grafton and Chicago R. P. O. (See Table A*.)
12.76	32,053	24	18	July 1, 1889	122	
7.72	9,696	12	6	Dec. 15, 1890	82	
6.37	17,504	35	10	July 1, 1892	476	Established October 1, 1891.
14.90	28,072	18	8	July 1, 1889	65	New Bedford with Fall River, Mass.
3	8,478	27	10	July 1, 1891	325	Supplied by Boston, Springfield and New York R. P. O.
8.49	10,663	12	15	July 1, 1889	120	
10.11	12,668	12	24	July 1, 1892	85	
19	51,705	26	45	July 1, 1889	1,171	
27.02	16,969	6	18	July 1, 1891	106	Supplied by Grinnel, Iowa, and by State Centre, Iowa. Connects at Newburg, Iowa, with Austin, Minn., and Ottumwa, Iowa, R. P. O.; at Capron, Iowa, with Marion and Council Bluffs, Iowa, R. P. O., and at State Centre, Iowa, with Cedar Rapid and Council Bluffs, Iowa, R. P. O.

TABLE C^o.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Newburg Junction and Vall's Gate Junction.	2	107074	Vall's Gate Junction (n. o.), Newburg Junction (n. o.), N. Y.	New York, Lake Erie and Western R. R.
New Canaan and Stamford, Conn.	1	108009	New Canaan, Stamford, Conn.	New York, New Haven and Hartford R. R.
New Castle and Connersville, Ind.	5	133020 (part)	Fort Wayne, Connersville, Ind.	Lake Erie and Western Rwy.
New Castle and New Castle Junction (n. o.), Pa.	5	110125 (part)	Allegheny, New Castle, Pa.	Pittsburg and Western Rwy.
New Castle and New Castle Junction (n. o.), Pa.	5	110166	New Castle, Junction (n. o.), New Castle, Pa.	Pittsburg and Lake Erie Rwy.
New Castle and Gillette, Wyo.	6	164004	New Castle, Gillette, Wyo.	Burlington and Missouri River in Nebr.
New City and Nanuet Junction, N. Y.	2	107104	New City, Nanuet Junction (n. o.), N. Y.	New Jersey and New York R. R.
New Cumberland Junction (n. o.) and New Cumberland, W. Va.	5	116029	New Cumberland Junction (n. o.), New Cumberland, W. Va.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.
Newfield and Atlantic City	2	109019	Newfield, Atlantic City, N. J.	West Jersey R. R.
New Glarus and Broadhead, Wis.	10	139044	Broadhead, New Glarus, Wis.	Chi., M. and St. P.
New Iberia and Avery, La.	11	149022	New Iberia, Avery, La.	Morgan's, Louisiana and Texas.
New Kamilche and Kamilche, Wash.	8	171026	New Kamilche, Kamilche, Wash.	P. S. and G. H. R. R.
New Madrid and Paw Paw (n. o.), Mo.	7	145082	New Madrid, Paw Paw (n. o.), Mo.	St. Louis and Southwestern
Newport News and Fort Monroe, Va.	3	114031	Newport News, Fort Monroe, Va.	Chesapeake and Ohio
New Rochelle, N. Y., and Jersey City, N. J.	2	107109	New Rochelle, N. Y., Jersey City, N. J. (P. R. R. depot).	New York, New Haven and Hartford R. R.
Newton and Monroe, Iowa	6	143036	Newton, Monroe, Iowa	Chicago, Rock Island and Pacific.
Newton Junction, N. H., and Merrimac, Mass.	1	104015	New Junction, N. H., Merrimac, Mass.	Boston and Maine R. R.
Newtown and Philadelphia, Pa.	2	110117	Philadelphia, Newtown, Pa.	Philadelphia, Newtown and New York R. R.
New Orleans and Covington, La.	4	149014	New Orleans, Covington, La.	East Louisiana R. R.
New Orleans and Pointe-a-la-Hache, La.	4	149020	New Orleans, Pointe-a-la-Hache.	New Orleans and Gulf R. R.
New Salisbury and Corydon, Ind.	5	133035	New Salisbury, Corydon, Ind.	Louisville, New Albany and Corydon Rwy.
New Sharon and Newton, Iowa.	6	143091	New Sharon, Newton, Iowa.	Iowa Central
New York, N. Y., and Jersey City, N. J.	2	109001 (part.)	New York, N. Y., Easton, Pa.	Central R. R. of New Jersey
New York, N. Y., and Jersey City, N. J.	2	109004 (part.)	New York, N. Y., Philadelphia, Pa.	Pennsylvania R. R.
New York, N. Y., Weehawken, N. J.	2	107137 (part.)	Cornwall Junction (n. o.), New York, N. Y.	New York, Ontario and Western R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
12.80	31,651	24	48	July 1, 1889	Pounds 3,256	
7.65	19,217	24	22	....do	336	Supplied by Boston, Springfield, and New York R. P. O.'s, and Boston, Providence, and New York R. P. O.'s.
25.50	32,028	12	14	July 1, 1892	840	Balance of route Fort Wayne to New Castle (83.36 miles) covered by Fort Wayne and Rushville R. P. O. (See Table A*.)
2.90	3,642	12	8	July 1, 1888	1,229	Balance of route Allegheny, to New Castle Junction (n. o.), Pa. (58.41 miles), covered by Pittsburg, Akron and Chicago R. P. O. (See Table A*.)
2.40	2,266	13	6	July 1, 1889	526	
76.79	43,224	6	20	July 1, 1892	451	Supplied by Dudley, S. Dak., and by Lincoln, Nebr., and Deadwood, S. Dak., R. P. O.
4.50	5,765	12	16	July 1, 1889	58	
7.60	14,488	18	16	Mar. 2, 1891	314	
34.58	65,149	18	42	July 1, 1889	156	
22.90	28,702	12	20	July 1, 1891	188	Supplied by initial and terminal offices and by Rockford, Ill., and Mineral Point, Wis., R. P. O. Connects at Monticello, Wis., with Madison, Wis., and Freeport, Ill., R. P. O.
10.04	7,849	7	2	July 1, 1890	25	Connects at New Iberia, La., with New Orleans, La., and Houston, Tex., R. P. O.
4.50	2,826	6	2	Feb. 20, 1891	655	Supplied by Olympia, Wash.
6.27	4,800	7	4	July 1, 1891	188	Connects at New Madrid with Cairo, Ill., and Memphis, Tenn., river line, and at Paw Paw (n. o.), Mo., with Cairo, Ill., and Texarkana, Ark., R. P. O.
10.05	14,713	14	26	July 1, 1889	577	Connects Newport News and Richmond R. P. O. at Newport News, Va., and Cape Charles and Norfolk at Fort Monroe, Va.
24.13	15,154	6	150	Oct. 1, 1890	5,805	¹ Including sacks.
17.83	22,364	12	10	July 1, 1891	134	Supplied by initial and terminal offices and by Des Moines and Keokuk, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with New Sharon and Newton, Iowa, pouch service.
4.85	10,060	21	12	July 1, 1889	204	Supplied by Portland and Boston R. P. O. 314 days.
23.30	58,530	24	50	....do	382	
50.80	43,774	7	16	....do	382	
45.62	57,296	12	24	July 1, 1890	299	
8.57	10,764	12	8	July 1, 1892	260	
33.53	21,057	6	32	July 1, 1891	176	Supplied by initial and terminal offices, and by Austin, Minn., and Ottumwa, Iowa, R. P. O. Connects at Newton, Iowa, with West Liberty and Council Bluffs, Iowa, R. P. O., and with Newton and Monroe, Iowa, pouch service.
1	11,932	114	*216	July 1, 1889	4,041	¹ Balance of route, 73.20 miles, covered by New York, Somerville and Easton R. P. O. (See Table A*.) ² Not including sacks.
1	24,888	238	*1050	Oct. 8, 1888	201.813	¹ Balance of route, 89.63 miles, covered by New York and Washington R. P. O. (See Table A*.) ² Not including sacks.
1.57	2,944	24	*56	July 1, 1889	1,741	¹ Balance of route, 56 miles, covered by Oneida and New York R. P. O. (See Table A*.) ² Not including sacks.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
New York, N. Y., and Weehawken, N. J.	2	107129 (part.)	New York, Albany, N. Y. ...	New York Central and Hudson River R. R.
Niles and Alliance, Ohio.	5	131086	Alliance, Niles, Ohio.	Pennsylvania Co.
Niles and San José, Cal.	8	176029	Niles, San José, Cal.	Cent. Pac. R. R.
Niles, Mich., and South Bend, Ind.	9	137012	Niles, Mich., South Bend, Ind.	Michigan Central.
Niverville and Hudson, N. Y.	2	107067	Niverville, Hudson, N. Y. ...	Kinderhook and Hudson, Railway.
Norfolk and Virginia Beach, Va.	3	114035	Norfolk, Virginia Beach, Va.	Norfolk and Virginia Beach R. R.
Norristown and Philadelphia, Pa.	2	110005	Philadelphia, Norristown, Pa.	Philadelphia and Reading R. R.
Norton Mills and Island Pond, Vt.	1	101007 (part)	Portland, Me., Island Pond, Vt.	Grand Trunk Rwy.
North Abington and Hanover, Mass.	1	104076	North Abington, Hanover, Mass.	Old Colony R. R.
North Attleboro and Attleboro, Mass.	1	104061	Attleboro, North Attleboro, Mass.	Old Colony R. R.
North Bennington and Bennington, Vt.	1	103015 (part)	Rutland, Bennington, Vt. ...	Bennington and Rutland R. R.
North Billerica and Somerville Station (n. o.), Mass.	1	104019	Somerville Station (n. o.), North Billerica, Mass.	Boston and Maine R. R. ...
North Brookfield and East Brookfield, Mass.	1	104031	North Brookfield, East Brookfield, Mass.	Boston and Albany R. R. ...
North Grafton and Milford, Mass.	1	104034	North Grafton, Milford, Mass.	Grafton and Upton R. R. ...
Northampton and Shelburne Falls, Mass.	1	104043	Northampton, Shelburne Falls, Mass.	New York, New Haven and Hartford R. R.
North Woodstock and Plymouth, N. H.	1	102022	Plymouth, North Woodstock, N. H.	Concord and Montreal R. R.
Nutt (n. o.) and Lake Valley, N. Mex.	7	167008	Nutt Station (n. o.), Lake Valley, N. Mex.	Atchafson, Topeka and Santa Fe.
Ocean City and Berlin.	2	113009 (part)	Salisbury, Ocean City, Md. .	Baltimore and Eastern Shore R. R.
Ogdensburg and DeKalb Junction.	2	107036 (part)	Rome, Ogdensburg, N. Y. ...	Rome, Watertown and Ogdensburg R. R.
Oklahoma and Fort Reno, Okla.	11	154001	Oklahoma, Fort Reno, Okla.	Choctaw Coal and Railway Co.
Olcott and Inka, Kans.	7	155081	Olcott, Inka, Kans.	Kansas Southwestern.
Olean, N. Y., and Bradford, Pa.	2	110121	Bradford, Pa., Olean, N. Y. ...	Western New York and Pennsylvania R. R.
Olympia and Tenino, Wash. ...	8	171003	Olympia, Tenino, Wash.	O. and C. V. R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued:

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
1.57	5,916	36	² 84	July 1, 1889	<i>Pounds.</i> 2,208	¹ Balance of route, 141.30 miles, covered by Albany, Kingston and New York R. P. O. (See Table A*.)
-----	35,080	12	28	July 1, 1891	191	² Not including sacks. Third clerk of Pittsburgh and Chicago R. P. O. performs service one way each day, except Sunday, Alliance to Niles, Ohio.
18.61	54,478	28	60	July 1, 1890	365	Connects at Niles with Sacramento and San Francisco, Cal., R. P. O. At San José with San Francisco and Pacific Grove and San Francisco and Santa Margarita R. P. O's. Initial and terminal offices exchange. Closed-pouch exchange between San Francisco and offices on this route.
12.12	15,223	12	9	July 1, 1892	84	At Niles, Mich., connects the Benton Harbor and Anderson, Detroit and Chicago, and Detroit, Three Rivers and Chicago R. P. O's.
18.58	35,005	18	45	Oct. 13, 1890	248	At South Bend, Ind., connection is made with the New York and Chicago, Port Huron and Chicago, and St. Joseph and Terre Haute R. P. O's.
18.55	24,269	13	26	July 1, 1889	112	Supplied by closed pouches from Norfolk, Va.
16.19	94,894	56	58	....do	1,485	
16.33	20,510	12	16	....do	1,485	Balance of route (149.71 miles) covered by R. P. O. service (see Table A*), Portland and Island Pond R. P. O.
7.81	9,809	12	30	....do	201	Supplied by Boston, Mass., and Boston and Plymouth R. P. O.
4.02	15,147	36	50	....do	500	Connects at Attleboro with Boston and Providence and Boston, Providence and New York R. P. O's, and supplied by Boston, Mass.
5.07	15,920	30	30	....do	3,800	Balance of route (52.75 miles) covered by R. P. O. service (see Table A*). Supplied by Rutland, Bennington and Troy, St. Albans and Troy, and Essex Junction and Boston R. P. O's.
19.52	24,517	12	48	....do	308	Supplied by Boston, Mass.
4.53	11,379	24	10	....do	248	Connects at East Brookfield with Boston and Albany R. P. O.
16.44	36,135	21	103	July 1, 1891	506	Supplied by Boston and Albany, Boston, Springfield and New York, Boston and Fishkill R. P. O's, and Worcester, Mass. 314 days.
23.88	14,997	6	6	.....	.....	Connects at Shelburne Falls with Boston and Troy R. P. O.
21	13,188	6	28	July 1, 1891	155	Initial and terminal offices exchange and by Lancaster and Boston R. P. O.
12.33	18,475	17	4	Oct. 1, 1889	171	Connects at Nutt Station (n. o.), N. Mex. with Rincon and Silver City, N. Mex., R. P. O.
7.19	13,546	18	14	July 1, 1889	135	¹⁴ times a week from July 1, 1891, to May 22, 1892, (327 days).
19.55	36,832	18	16	....do	3,507	² Balance of route (23.88 miles) covered by Berlin and Easton R. P. O. (See Table A*.)
31	10,044	13	32	.....	.....	¹ Balance of route, 122.72 miles, covered by Norwood and Utica R. P. O. (See Table A*.)
19.99	14,633	7	8	July 1, 1890	140	April 4, 1892, service established. Connects at Oklahoma, Okla., with Newton, Kans., and Galveston, Tex., R. P. O. Connects at El Reno, Okla., with St. Joseph, Mo., and Minco, I. Terr., R. P. O.
21.72	40,920	18	26	July 1, 1889	132	Connects at Olcott, Kans., with Coffeyville and Larned, Kans., R. P. O.
16.84	24,654	14	8	July 1, 1890	1,183	Connects at Tenino, Wash., with Spokane, Wash., and Portland, Oregon, and Seattle, Wash., and Portland, Oregon, R. P. O's; at Olympia with Tacoma and Ocosta R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Ontonagon and Sidnaw, Mich...	10	137088	Sidnaw, Ontonagon, Mich...	Ont. and Brule River
Orange City Junction and New Smyrna, Fla.	4	123004	J. T. C. K. W. Junction (n. o.), New Smyrna, Fla.	Atlantic and Western R. R.
Orangeville Junction and Sparrow Point, Md.	3	113029	Orangeville Junction, Sparrow Point, Md.	Northern Central.....
Orleans and French Lick, Ind.	5	133051	Orleans, French Lick, Ind...	Orleans, West Baden and French Lick Springs Rwy.
Ormsby Junction and Mount Jewett.	2	110195	Mount Jewett, Ormsby Junction (n. o.), Pa.	Bradford, Bordell and Kinzua R. R.
Oronogo, Mo., and Galena, Kans.	7	145054	Oronogo, Mo., Galena, Kans.	St. Louis and San Francisco.
Oroville and Marysville, Cal ..	8	176009	Marysville, Oroville, Cal	No. Cal. R. R.
Osceola Mills and Belsena Mills.	2	110099	Osceola Mills, Belsena Mills, Pa.	Pennsylvania R. R.
Oskaloosa and Albia, Iowa	6	143010 (part)	Albia, Mason City, Iowa....	Iowa Central
Owensboro and Fordsville, Ky.	5	129042	Owensboro, Fordsville, Ky..	Owensborough, Falls of Rough and Greene River Rwy.
Oxford and Peters Creek.....	2	110094	Oxford, Peters Creek, Pa....	Peach Bottom R. R.
Palisade and Eureka, Nev.....	8	175002	Palisade, Eureka, Nev	Eureka and Palisades R. R.
Palmer and Winchendon, Mass.	1	104030	Palmer, Winchendon, Mass ..	Boston and Albany R. R. ...
Palmyra and Hannibal, Mo....	7	145050	Palmyra, Hannibal, Mo	Hannibal and St. Joseph...
Panhandle and Washburn, Tex.	11	150066	Panhandle, Washburn, Tex ..	Panhandle Rwy.....
Paris and Frankfort, Ky	5	129041	Frankfort, Paris, Ky.....	Kentucky Midland Rwy...
Paris, Lexington, Ky.....	5	129002	Cincinnati, Ohio, Lexington, Ky.	Kentucky Central Rwy....
Park City and Salt Lake City, Utah.	8	169013	Salt Lake City, Park City, Utah.	Utah Cent. R. R.
Parrish Junction, Mo., and Parrish, Wis.	10	139069	Parrish Junction (n. o.), Parrish, Wis.	Mil., L. S. and West.....
Paterson and Newark.....	2	109030	Newark, Paterson, N. J.	New York, Lake Erie and Western R. R.
Pasco and Wallula, Wash.....	8	171009 (part)	Pasco, Wallula, Wash.....	Northern Pac. R. R.
Peach Bottom and Delta, Pa...	3	110092 (part)	Baltimore, Md., Delta, Pa...	Baltimore and Lehigh
Peete and Greenwood, Miss ...	4	126012	Greenwood, Peete, Miss.....	Illinois Central R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
46.26	58,103	12	28	July 1, 1892	238	Supplied by Ontonagon, Mich., and Marquette and Bessemer, Mich., R. P. O.
28.09	35,280	12	16	....do	271	
8.14	15,336	18	6	Oct. 28, 1889	122	Supplied by closed pouches from Baltimore, Md.
18.76	23,562	12	24	July 1, 1892	319	
10.73	13,477	12	12	.....	.....
19.34	64,065	128	24	July 1, 1891	378	Connects at Oronogo, Mo., with St. Louis, Mo. and Burrton, Kans., R. P. O.; at Webb City, Mo., with Ft. Scott, Kans., and Webb City, Mo., R. P. O.; Kansas City and Joplin, Mo., R. P. O.; at Joplin, Mo., with Ft. Scott, Kans., and Webb City, Mo., R. P. O.; Kansas City and Joplin, Mo., R. P. O.; Girard, Kans., and Joplin, Mo., R. P. O., and Joplin, Mo., and Sulphur Springs, Ark., R. P. O., and at Galena, Kans., with Ft. Scott, Kans., and Webb City, Mo., R. P. O.
26.90	19,693	7	14	July 1, 1890	314	Also 7 round trips per week between Oronogo and Joplin, Mo., 10.16 miles.
17.38	27,287	15	24	July 1, 1889	205	Connects at Marysville with Portland, Oregon, and San Francisco, Cal., R. P. O.
24.05	30,207	12	16	July 1, 1891	2,669	* Balance of route (146.04 miles) covered by Austin, Minn., and Ottumwa, Iowa, R. P. O. See Table A.
26.78	16,808	6	12	July 1, 1892	106	Supplied by initial and terminal offices. Connects at Oskaloosa, Iowa, with Austin, Minn., and Ottumwa, Iowa, R. P. O., and with Washington and Knoxville, Iowa, R. P. O. and at Albia, Iowa, with Burlington and Council Bluffs, Iowa, R. P. O.
20.23	12,704	6	20	July 1, 1889	102	
84.88	26,483	8	6	July 1, 1890	471	Connects at Palisade, Nev., with Ogden, Utah, and San Francisco, Cal., R. P. O.
50.19	63,039	12	45	July 1, 1889	187	Connects at Palmer with Boston and Albany, and Boston, Springfield, and New York, R. P. O.'s.
15.06	42,616	27	88	July 1, 1891	3,525	Makes Hannibal, Mo., connections, and connects at Palmyra, Mo., with Chicago, Ill., and Kansas City, Mo., R. P. O.
16.23	11,990	7	12	July 1, 1889	110	Connects at Pan Handle, Tex., with Mulvane, Kans., and Pan Handle, Tex., R. P. O. Connects at Washburn, Tex., with Denver, Colo., and Fort Worth, Tex., R. P. O.
41.35	51,935	12	38	July 1, 1892	181	
19.56	38,898	19	24	....do	2,448	Balance of route (80.75 miles) covered by Cincinnati and Livingston, and Mayaville, Paris, and Cincinnati, R. P. O. (See Table A.)
32.50	23,790	7	6	Dec. 5, 1890	118	Initial and terminal offices exchange.
4.69	5,491	12	4	July 1, 1891	26	Supplied by Pratt Junction, Wis., and Ashland and Milwaukee, Wis., R. P. O. Connects at Parrish Junction (n. o.), Wis., with Pratt Junction, and Harrison, Wis. Closed pouch service.
11.40	35,796	30	32	July 1, 1889	281	
16.24	11,888	7	20	July 1, 1890	5,707	Connects at Pasco, Wash., with Spokane, Wash., and Portland, Oregon, R. P. O. 145.27 miles of route covered by this R. P. O. Balance of route covered by Helena, Mont., and Spokane, Wash., R. P. O. (10th division).
5.70	7,159	12	42	July 1, 1889	368	Connects York and Baltimore R. P. O., at Delta, Pa.
18.12	11,379	6	8	July 1, 1892	17	

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract designation, termini of route.	Corporate title of company.
Pelican Rapids and Fergus Falls, Minn.	10	141043	Fergus Falls, Pelican Rapids, Minn.	St. P., M. & M
Pendleton and Murfreesboro, N. C.	3	118051	Pendleton, Murfreesboro, N. C.	Murfreesboro
Pennsboro and Richle C. H., W. Va.	3	116004	Pennsboro, Richle C. H., W. Va.	Penn., Harris, and Richle Co.
Pensacola and Millview, Fla.	4	123005	Pensacola, Millview, Fla.	Pensacola and Perdido R. R.
Perris and Temecula Station.	8	176074 (part)	Perris, Temecula Station, Cal.	So. Cal. R. R.
Perry and Silver Lake	2	107070	Silver Lake (n. o.), Perry, N. Y.	Silver Lake R. R.
Petaluma and Lakeville, Cal.	8	176004	Petaluma, Lakeville, Cal.	S. F. and N. P. Rwy Co.
Petersburg and City Point, Va.	3	114110	Petersburg, City Point, Va.	Norfolk and Western
Peters and Oakdale, Cal.	8	176035	Peters, Oakdale, Cal.	Stock and Cop. R. R.
Philadelphia, Pa., and Atlantic City, N. J.	2	109072	Philadelphia, Pa., Atlantic City, N. J.	Atlantic City R. R.
Philadelphia and Chestnut Hill R. R. station.	2	110160	Philadelphia, Chestnut Hill R. R. Station (n. o.), Pa.	Pennsylvania R. R.
Phillips and Rangeley, Me.	1	101082	Phillips, Rangeley, Me.	Phillips and Rangeley R. R.
Phoenix and Maricopa, Ariz.	8	168004	Maricopa, Phoenix, Ariz.	Maricopa and Phoenix R. R.
Phoenixville and Uwchland.	2	110066	Phoenixville, Uwchland, Pa.	Philadelphia and Reading R. R.
Phoenixville and West Chester	2	110048	West Chester, Phoenixville, Pa.	Pennsylvania R. R.
Piedmont and Lead, S. Dak.	10	159023	Lead, Piedmont, S. Dak.	Blk. Hills and Ft. Pierre ..
Pinconning and Gladwin, Mich.	9	137073	Pinconning, Gladwin, Mich.	Michigan Central
Pine Bush and Middletown.	2	107092	Middletown, Pine Bush, N. Y.	New York, Lake Erie and Western R. R.
Pittsburg and Castle Shannon.	2	110095	Pittsburg, Castle Shannon, Pa.	Pittsburg and Castle Shannon R. R.
Plainview and Chatfield, Minn.	10	141018	Chatfield, Plainview, Minn.	Win. and St. Peter
Plattsburg and Au Sable Forks.	2	107029	Plattsburg, Au Sable Forks, N. Y.	Delaware and Hudson Canal Co.
Pleasantville and Somers Point.	2	109020	Pleasantville, Somers Point, N. J.	West Jersey R. R.
Point Pleasant and Bayhead Junction.	2	109003 (part)	Elizabethport (n. o.), Bayhead Junction (n. o.), N. J.	Central R. R. of New Jersey
Poland and Herkimer	2	107119	Herkimer, Poland, N. Y.	Herkimer, Newport and Poland R. R.
Pollasky and Fresno, Cal.	8	176075	Fresno, Pollasky, Cal.	San Joaquin Valley R. R. ..
Pomeroy and Landenburg.	2	110131	Landenburg, Pomeroy, Pa.	Pennsylvania R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
23.58	14,808	6	10	July 1, 1891	Pounds. 159	Supplied by Fergus Falls, Minn., and Fargo, N. Dak., Barnesville and St. Paul, Minn., R. P. O. Connects at Fergus Falls, Minn., with Wadena, Fergus Falls, Minn., and St. Paul, Minn., and Minot, N. Dak., R. P. O., and Fergus Falls, Minn., and Milnor, N. Dak., Closed-pouch service.
6.72	4,220	6	2	.....	.....	.....
9.25	11,618	12	8	July 1, 1889	162	Connects Grafton and Cincinnati R. P. O., and Grafton and Parkersburg R. P. O., at Pensboro, W. Va.
9.25	5,809	6	2	July 1, 1892	31	Supplied by initial and terminal offices and by San Bernardino and San Jacinto, Cal., R. P. O., 25.22 miles covered by this R. P. O. Balance of route (81 miles) covered by Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O.
26.65	16,736	6	16	July 1, 1890	3,166	.....
8.33	15,694	18	20	July 1, 1889	283	.....
6.22	3,906	6	2	July 1, 1890	33	Connects at Petaluma with Ukiah and San Francisco R. P. O.
10.56	6,631	6	2	July 1, 1889	27	Connects Murfreesboro and Lynchburg and Washington and Wilmington R. P. O.'s at Petersburg and Norfolk and Richmond R. P. O. at City Point, Va.
19.15	12,026	6	14	July 1, 1890	90	Connects at Peters with Milton and Stockton R. P. O.; supplied by Stockton and Sacramento and San Francisco, Cal., R. P. O.
57.39	106,123	18	36	.....	.....	.....
11.86	49,653	40	44	July 1, 1889	670	.....
29.25	10,413	6	6	.....	.....	New service, from Dec. 7, 1891; R. P. O. service. July 1, 1892.
35.11	25,701	7	14	July 1, 1890	520	Supplied by initial and terminal office, and El Paso, Tex., and Los Angeles, Cal., R. P. O., connecting at Maricopa.
11.29	14,180	12	26	July 1, 1889	189	.....
18.70	23,487	12	26	.....do.....	217	.....
37.29	27,296	7	22	June 13, 1891	276	Supplied by initial and terminal offices, and Long Pine, Nebr., and Deadwood, S. Dak., R. P. O. Connects at Lead, S. Dak., with Deadwood and Lead, S. Dak., closed-pouch service, and at Deadwood, S. Dak., with Lincoln, Nebr., and Deadwood, S. Dak., R. P. O.
28.28	35,519	12	17	July 1, 1892	211	At Pinconning, Mich., connects the Mackinaw City and Detroit R. P. O.
13.73	17,245	12	8	July 1, 1889	153	.....
6.04	3,793	6	4	.....do.....	67	.....
28.78	36,085	12	36	July 1, 1891	270	Supplied by initial and terminal office, Eyota and Winona, Minn., and Winona, Minn., and Watertown, S. Dak., R. P. O.
23.51	29,529	12	16	July 1, 1889	184	.....
7.45	14,036	18	32	.....do.....	70	.....
1	1,884	18	50	.....do.....	5,845	' Balance of route, 49.21 miles, covered by New York and Point Pleasant R. P. O. (See Table A.)
17.04	14,268	8	12	.....do.....	281	.....
23.70	758	6	4	.....	.....	New service established June 15, 1892. Connects at Fresno with San Francisco and Los Angeles, Cal., R. P. O.
19.25	12,089	6	6	July 1, 1889	54	.....

TABLE C^c—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Pomeroy and Starbuck, Wash.	8	171014	Starbuck, Pomeroy, Wash.	O. S. I. and W. N. Rwy.....
Poncho Springs and Monarch, Colo.	7	165009	Poncho Springs, Monarch, Colo.	Denver and Rio Grande.....
Pond Creek Junction and Sandy Run.	2	110186	Pond Creek Junction (n. o.), Sandy Run, Pa.	Central R. R. of New Jersey
Port Allegheny and Sweden Valley.	2	110144	Port Allegheny, Sweden Valley, Pa.	Coudersport and Port Allegheny R. R.
Port Huron and Almont, Mich.	9	137060	Port Huron, Almont, Mich.	Flint and Pere Marquette.
Port Townsend and Quilcene.	8	171033	Port Townsend, Quilcene, Wash.	Port T. So. Rwy
Port Norris and Bivalve, N. J.	2	² 109033 (part)	Bridgeton, Bivalve, N. J.	Central R. R. of New Jersey
Pottersville and White House Station.	2	109087	Pottersville, White House Station, N. J.	Rockaway Valley R. R.
Prairie du Chien, Wis., and North McGregor, Iowa.	10	139001 (part)	Milwaukee, Wis., North McGregor, Iowa.	Chi., M. and St. P.
Prairie du Sac and Mazo Manie, Wis.	10	139039	Mazo Manie, Prairie du Sac, Wis.	Chi., M. and St. P.
Pratt Junction and Harrison, Wis.	10	139068	Pratt Junction, Harrison, Wis.	Mil. L. S. and West.
Pratts Junction and Sterling Junction, Mass.	1	104047	Sterling Junction, Pratts Junction, Mass.	Old Colony R. R.
Preble Street (n. o.), and Union Station (n. o.), Portland, Me.	1	101008 (part)	Portland, Me., Rochester, N. H.	Portland and Rochester R. R.
Princeton Junction and Princeton, N. J.	2	109053	Princeton Junction, Princeton, N. J.	Pennsylvania R. R.
Providence and Bristol, R. I.	1	105004	Providence, Bristol, R. I.	Old Colony R. R.
Prattsburg and Kanona, N. Y.	2	107142	Prattsburg, Kanona, N. Y.	Kanona and Prattsburg R. R.
Pullman Junction (n. o.), Wash., Genesee, Idaho.	8	171015 (part)	Pullman Junction (n. o.), Genesee, Idaho.	No. Pac. R. R.
Punxsutawney and Walston, Pa.	2	¹ 107127 (part)	Bradford Junction (n. o.), N. Y., Walston, Pa.	Buffalo, Rochester and Pittsburg Railway.
Punxsutawney and Horatio, Pa.	2	² 110165 (part)	Irvona, Horatio, Pa.	Pennsylvania and Northwestern R. R.
Pymatuning, Pa., and Leavittsburg, Ohio.	2	³ 131034 (part)	Salamanca, N. Y., Leavittsburg, Ohio.	New York, Lake Erie and Western R. R.
Quebec Junction (n. o.) and North Stratford Station (n. o.), N. H.	1	102025	Quebec Junction (n. o.), North Stratford Station (n. o.), N. H.	Maine Central R. R.
Quenemo and Osage City, Kans.	7	155053	Quenemo, Osage City, Kans.	Atchison, Topeka and Santa Fe.
Rahway and Perth Amboy, S. C.	2	100038	Rahway, Perth Amboy, N. J.	Pennsylvania R. R.
Ravenels and Young's Island, S. C.	4	120028	Ravenels, Youngs Island, S. C.	Charleston Savannah R. R.
Raymond and Berendo, Cal.	8	176054	Berendo, Raymond, Cal.	So. Pac. R. R.

parts of railroads over which no railway post-offices run in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
30.56	19,192	6	12	July 1, 1890	439	Connects with Spokane, Wash., and Pendleton, Oregon, at Starbuck, Wash.
15.69	9,853	6	6	....do.....	57	Trains are run from and to Salida, Colo., and there connect the Denver and Glenwood Springs, Colo., R. P. O., and the Denver, Colo., and Ogden, Utah, R. P. O.
2.71	5,106	18	6	Feb. 12, 1890	53	
24.93	31,212	12	14	July 1, 1889	309	
34.50	43,332	12	30	July 1, 1892	308	At Port Huron, Mich., connection is made with Ft. Gratiot and Detroit, Port Huron and Chicago, East Saginaw and Port Huron, and Port Austin and Port Huron R. P. O.'s.
27.50	13,090	6	8	Sept. 28, 1891	78	New service established September 28, 1891. Supplied by Port Townsend, Wash.
.84	528	6	2	July 1, 1889	509	* Balance of route (20.24 miles), covered by Philadelphia and Port Norris R. P. O. (See table A*.)
8.57	10,764	12	18	....do.....	52	
1.79	3,372	18	22	July 1, 1891	6,286	Balance of route covered by Chicago, Ill., and Prairie du Chien, Wis., R. P. O. (See Table A*.)
10.83	19,461	18	22	....do.....	320	Connects Chicago, Ill., and Prairie du Chien, Wis., with North McGregor, Iowa, and lines centering there.
17.98	22,583	12	12	....do.....	49	Supplied by Maso Manie, Wis., and Chicago, Ill., and Prairie du Chien, Wis., R. P. O.
4.83	9,100	18	20	July 1, 1889	324	Supplied by Pratt Junction, Wis., and Ashland and Milwaukee, Wis., R. P. O. Connects at Parrish Junction (n. o.), Wis., with Parrish Junction (n. o.), and Parrish, Wis., closed-pouch service.
3.33	10,456	30	22	....do.....	2,319	Supplied by Portland and Worcester R. P. O.
3.45	17,333	48	50	....do.....	52	Balance of route (52.50 miles) covered by R. P. O. service (see Table A*), Portland and Rochester R. P. O.
15.42	39,051	18	20	....do.....	1,180	Supplied by initial and terminal offices, and Boston, Providence, and New York R. P. O.
12.66	23,851	18	22	July 1, 1890	126	
27.27	17,126	6	26	....do.....	978	Balance of route (77 miles) covered by Spokane, Wash., and Julietta, Idaho, connecting with this line at Pullman Junction (n. o.) Wash.
3.26	2,047	6	4	July 1, 1889	486	Pullman, Wash., exchanges with offices on this line.
3.77	4,735	12	4	....do.....	438	* Balance of route (118.70 miles) covered by Rochester and Punxsutawney R. P. O. (See Table A*.)
28	52,752	18	30	July 1, 1888	2,429	* Balance of route (33.40 miles) covered by Bellwood and Punxsutawney R. P. O. (See Table A*.)
32.40	20,247	6	8	....do.....	.....	* Balance of route (360.54 miles) covered by Salamanca and Leavittsburg R. P. O. and lines in fifth division. (See Table A*.)
20.71	26,013	12	14	July 1, 1890	135	Supplied by Portland and Swanton R. P. O.
7.45	18,714	24	16	July 1, 1889	503	Connects at Quenemo, Kans., with Ottawa and Emporia, Kans., R. P. O., Topeka and Coffeyville, Kans., R. P. O.; at Lyndon, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O.; at Osage, Kans., with Kansas City, Mo., Salina, Kans., and Pueblo, Colo., R. P. O., and Kansas City, Mo., and Pueblo, Colo., R. P. O.
5.70	7,158	12	12	July 1, 1892	108	
21.20	15,518	7	4	....do.....	92	Connects at Berendo with San Francisco and Los Angeles, Cal., R. P. O.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Readville and Dedham, Mass..	1	104073	Readville, Dedham, Mass...	Old Colony R. R.
Renton and Franklin, Wash..	8	171007	Renton, Franklin, Wash....	C. and P. S. R. R.
Red Springs and Bowmore, N. C.	8	118049	Red Springs, Bowmore, N. C.	Red Springs Lumber Co...
Red Wing and Zumbrota, Minn	10	141064	Red Wing, Zumbrota, Minn..	Dul. R. W. and So.
Rib Lake and Chelsea, Wis...	10	139066	Chelsea, Rib Lake, Wis.....	Nor. Pac.
Richfield Junction and Richfield Springs.	2	107043	Richfield Junction (n. o.), Richfield Springs, N. Y.	Delaware, Lackawanna and Western R. R.
Richford and Newport, Vt....	1	108009	Richford, Newport, Vt.....	Southeastern Rwy.
Richland Center and Lone Rock, Wis.	10	139029	Lone Rock, Richland Center, Wis.	Chi., M. and S. P.
Rico and Durango, Colo.....	7	165045 (part)	Illium, Durango, Colo.....	Rio Grande Southern
Ridgefield and Branchville, Conn.	1	108023	Branchville, Ridgefield, Conn.	Danbury and Norwalk R. R.
Ridgewood Junction and Rutherford Junction.	2	109055	Rutherford Junction (n. o.) Ridgewood Junction (n. o.), N. J.	New York, Lake Erie and Western R. R.
Ringwood and Ringwood Junction.	2	109066	Ringwood, Ringwood Junction (n. o.), N. J.	New York Lake Erie and Western R. R.
Ripon and Berlin, Wis.....	10	139003 (part)	Milwaukee, Berlin, Wis....	Chi., M. and St. P.
Riverside and Bonne Terre, Mo.	7	145071	Riverside, Bonne Terre, Mo.	Mississippi River and Bonne Terre.
Riverton and Margerum Junction (n. o.), Ala.	4	124038	Riverton, Margerum Junction (n. o.).	Birm., Shef. and Tenn. River R. R.
Roaring Springs and Ore Hill.	2	110163	Roaring Springs, Ore Hill, Pa.	Pennsylvania R. R.
Roberts and Guide, Tex.....	11	150042	Guide, Roberts, Tex.....	Texas Central
Rochelle and Gainesville, Fla..	4	123012 (part)	Palatka, Gainesville, Fla....	Florida Southern R. R.
Rockbridge Alum Springs and Goshen Bridge, Va.	3	114049	Goshen Bridge, Rockbridge Alum Springs.	Rockbridge Alum and Goshen.
Rockford and Rochelle, Ill.....	6	135057	Rochelle, Rockford, Ill.....	Chicago and Iowa
Rock Island and Cable, Ill....	6	135059	Rock Island, Cable, Ill.....	Rock Island and Peoria....
Rockport and Gregory, Tex....	11	150098	Rockport, Gregory, Tex.....	San Antonio and Aransas Pass.
Rockport and Langdon, Mo....	7	145076	Langdon, Rockport, Mo.....	Rockport, Langdon and Northern.
Rockport and Salem, Mass.....	1	104003	Salem, Rockport, Mass.....	Boston and Maine R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
2.28	6,443	27	12	July 1, 1889	<i>Pounds.</i> 45	Supplied by Boston, Mass.
22.21	16,248	7	10	July 1, 1890	114	Supplied by Seattle, Wash.
11.67	7,329	6	8	.....	.....	.....
25.98	32,681	12	40	July 1, 1891	384	Supplied by Red Wing, Minn. Connects at that point with Chicago, Ill., and Minneapolis, Minn., and Red Wing and Mankato, Minn., R. P. O's; at Zumbrota with Wabasha and Zumbrota, Minn., R. P. O.; and Zumbrota and Rochester, Minn., closed-pouch service.
6.35	3,988	6	4	....do	47	Supplied by Chelsea, Wis., and Duluth, Minn., and Abbotsford, Wis., R. P. O.
22.01	55,289	24	65	July 1, 1889	582	
31.72	39,840	12	14	....do	524	Initial and terminal offices exchange, and by Newport and Springfield R. P. O's.
16.33	20,610	12	32	July 1, 1891	447	Supplied by initial and terminal offices, and Chicago, Ill., and Prairie du Chien, Wis., R. P. O.
"	25,073	7	18	Feb. 8, 1892	265	Covered by Ridgway and Durango, Colo., R. P. O. (see Table A*).
4.32	10,853	24	10	July 1, 1889	168	From February 8 to June 18, 1891 (131 days).
9.98	12,535	12	16	....do	43	Initial and terminal offices exchange, and by Danbury and South Norwalk R. P. O.
2.61	1,639	6	2	....do	48	
12.72	15,976	12	28	July 1, 1891	2,033	¹ Balance of route covered by Oshkosh and Milwaukee, Wis., R. P. O. (See Table A*.) Supplied by Ripon, Wis., and Oshkosh and Milwaukee, Wis., R. P. O.; connects at Ripon, Wis., with Sheboygan and Princeton, Wis., R. P. O., and at Rush Lake, Wis., with Winneconne and Rush Lake, Wis., closed-pouch service.
31.97	43,479	13	62	....do	276	Connects at Riverside, Mo., with St. Louis, Mo., and Columbus, Ky., R. P. O., and St. Louis, Mo., and Texarkana, Ark., R. P. O.
¹ 11.43	8,347	7	4	July 1, 1892	64	
327	2,054	6	2	July 1, 1889	54	
52.21	32,788	6	20	July 1, 1890	96	Connects at Terrell, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.; connects at Kaufman, Tex., with Dallas and Kemp, Tex., R. P. O.; connects at Guide, Tex., with Fort Worth and Guide, Tex., R. P. O.; also with Denison and Houston, Tex., R. P. O.
10.50	21,966	20	10	July 1, 1892	1,125	Remainder of route in Palatka and Brooksville R. P. O.
10.04	12,623	12	24	Aug. 4, 1890	136	Connects Washington and Hinton R. P. O., and Richmond and Hinton R. P. O., at Goshen Bridge, Va.
27.69	52,168	18	41	July 1, 1891	783	Supplied by initial and terminal offices, and by Chicago and Forreston, Ill., R. P. O.; connects at Rockford, Ill., with Kenosha, Wis., and Rockford, Ill., R. P. O., Chicago, Freeport, Ill., and Dubuque, Iowa, R. P. O., and Rockford, Ill., and Mineral Point, Wis., R. P. O.; connects at Davis Junction, Ill., with Chicago, Savannah, Ill., and Cedar Rapids, Iowa, R. P. O., and at Rochelle, Ill., with Chicago, Ill., and Cedar Rapids, Iowa, R. P. O.
27.04	16,981	6	16	....do	177	Supplied by Rock Island, Ill.; connects with all lines centering at that point.
21.23	26,665	12	20	July 1, 1890	107	Connects at Gregory, Tex., with Kenedy and Corpus Christi, Tex., R. P. O.
6.31	3,963	12	12	July 1, 1891	207	Connects at Langdon, Mo., with Council Bluffs, Iowa, and Kansas City, Mo., R. P. O.
19.69	24,731	12	64	July 1, 1889	867	Supplied by initial and terminal offices, and by Bangor and Boston R. P. O's, Salem and Gloucester exchange.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Rockport Junction (n. o.), Rockport, Ind.	5	133034	Rockport, Rockport Junction (n. o.), Ind.	Louisville, Evansville and St. Louis Consolidated Rwy.
Rocky Mount and Spring Hope, N. C.	3	118028	Rocky Mount, Spring Hope, N. C.	Wilmington and Weldon ..
Rodney and Chippewa Lake, Mich.	9	137074	Rodney, Chippewa Lake, Mich.	Detroit, Lansing and Northern.
Rogers and Bentonville, Ark.	11	147018	Rogers, Bentonville, Ark.	Bentonville R. R.
Rogersville and Bulls Gap, Tenn.	3	127008	Rogersville, Bulls Gap, Tenn.	E. Tenn., Va. & Ga.
Rome and Clinton.....	2	107051	Clinton, Rome, N. Y.	New York, Ontario and Western R. R.
Rondout and Libertyville, Ill.	6	135099	Rondout, Libertyville, Ill.	Chicago, Milwaukee and St. Paul.
Roscoe and Bowdle, S. Dak.	10	141010 (part)	Hastings, Minn., Bowdle, S. Dak.	Chi., M. and St. P.
Roscoe and Orient, S. Dak.	10	159015	Roscoe, Orient, S. Dak.	Chi., M. and St. P.
Roswell and Chamblee, Ga.	4	121035	Roswell Junction (n. o.), Roswell, Ga.	Richmond & Danville R. R.
Rothwell, Mt. Sterling, Ky.	5	129022	Mt. Sterling, Rothwell, Ky.	Kentucky and South Atlantic Rwy.
Rowland, N. C., and Pee Dee (n. o.), S. C.	4	120030	Pee Dee (n. o.), S. C., Rowland, N. C.	Florence R. R.
Russellville and Adairville, Ky.	5	129014 (part)	Owensboro, Adairville, Ky.	Owensborough and Nashville Rwy.
Russellville and Dardanelle, Ark.	11	147016	Russellville, Dardanelle, Ark.	Dardanelle and Russellville.
Sabula and Clinton, Iowa	6	143012 (part)	Clinton, Iowa, La Crosse, Wis.	Chicago, Milwaukee and St. Paul.
St. Charles and Geneva, Ill.	6	135094	Geneva, St. Charles, Ill.	Chicago and North Western.
St. Clair and Lenox, Mich.	9	137037	St. Clair, Lenox, Mich.	Michigan Central.....
St. Clairsville and Steele, Ohio.	5	131056	St. Clairsville, Steele, Ohio.	Baltimore and Ohio Rwy.
St. George and Mariner's Harbor.	2	107082	New York, Mariner's Harbor, N. Y.	Staten Island Rapid Transit Co.
St. George and Tottenville.	2	107068	St. George (n. o.), Tottenville, N. Y.	Staten Island Rapid Transit Co.
St. Hilaire and Crookston, Minn.	10	141050	Crookston, St. Hilaire, Minn.	St. P., M. and M.
St. Joseph and Rushville, Mo.	6	145057 (part)	Altamont, Rushville, Mo.	Chicago, Rock Island and Pacific.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
16.35	307.93	18	16	July 1, 1892	Pounds. 372	
19.12	12,007	6	10	....do	135	Connects Washington and Wilmington R. P. O. at Rocky Mount, N. C.
5.91	3,711	6	2	....do	37	At Rodney, Mich., connects at Big Rapids and Detroit R. P. O.
7.05	9,598	13	8	July 1, 1890	403	Connects at Rogers, Ark., with Monett, Mo., and Paris, Tex., R. P. O.
16.73	10,506	6	20	July 1, 1892	313	Supplied by closed pouches from Bulls Gap, Tenn. R. P. O. service temporarily suspended on this route from July 31, 1890.
13.97	17,170	12	40	July 1, 1899	124	
3.57	2,242	6	4	July 1, 1891	17	Supplied by Chicago, Ill.
15.29	9,602	6	6	....do	4, 183	Balance of route covered by Hastings and Cologne, Minn., and St. Paul, Minn., and Aberdeen, S. Dak., and Aberdeen and Eureka, S. Dak., R. P. O.'s. (See Table A*.) Supplied by initial and terminal offices, and Aberdeen and Eureka, S. Dak., R. P. O. Connects at Roscoe, S. Dak., with Roscoe and Orient, S. Dak., closed-pouch service.
41.63	26,144	6	28	July 1, 1890	161	Supplied by Roscoe and Faulkton, S. Dak., and Aberdeen and Eureka, S. Dak., R. P. O. Connects at Roscoe, S. Dak., with Roscoe and Bowdle, S. Dak., closed pouch-service, and at Faulkton, S. Dak., with Brookings and Gettysburg, S. Dak., R. P. O.
10.60	13,882	12	8	July 1, 1892	107	
19.44	24,417	12	8	....do	182	
27.50	17,225	6	12	....do	121	Trains on this line run to and from Florence, S. C., over route 129002.
13.39	8,409	6	8	....do	672	Balance of route (72.26 miles) covered by Owensboro and Russellville R. P. O. (See Table A*.)
6.15	14,631	24	12	Sept. 1, 1890	302	Connects at Russellville, Ark., with Coffeyville, Kans., and Little Rock, Ark., R. P. O.
16.46	31,011	18	14	July 1, 1891	3, 311	Balance of route (165.20 miles) covered by Chicago, Ill., and McGregor, Iowa, and La Crosse, Wis., and Dubuque, Iowa, R. P. O. (See table A*.) Supplied by Chicago, Savannah, Ill., and Cedar Rapids, Iowa, R. P. O., and by Chicago, Ill., and McGregor, Iowa, R. P. O. Connects at Clinton, Iowa, with all lines centering there.
3.37	8,465	24	18	....do	150	Supplied by Geneva, Ill., and by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at St. Charles, Ill., with Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O., and at Geneva, Ill., with Geneva and Aurora, Ill., pouch service.
16.06	20,171	12	15	July 1, 1892	308	At Lenox, Mich., connects the Fort Gratiot and Detroit, and Lenox and Jackson, R. P. O.'s.
7.50	14,190	18	12	....do	228	
3.90	12,246	30	56	July 1, 1899	1, 676	Balance of route (5.90 miles) covered by New York and St. George R. P. O. (See Table A*.)
15.45	48,513	30	90	....do	407	
28.30	8,830	3	4	July 1, 1891	82	Supplied by Crookston, Minn.. Connects at that point with St. Paul, Minn., and Minot, N. Dak., St. Vincent and Crookston, Minn., and Pembina, N. Dak., and Winnipeg Junction, Minn., R. P. O.'s.
15.44	11,302	7	8	....do	2, 692	Balance of route (49.68 miles) covered by Davenport, Iowa, and St. Joseph, Mo., R. P. O. (See Table A*.) Supplied by St. Joseph, Mo., and by Davenport, Iowa, and St. Joseph, Mo., R. P. O. Connects with all lines centering at Atchison, Kans.

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
St. Louis and Florissant, Mo...	7	145031	St. Louis, Florissant, Mo....	St. Louis and Suburban....
St. Louis and Oakhill Junction (n. o.), Mo.	7	145002 (part)	St. Louis, Bismarck, Mo....	St. Louis, Iron Mountain and Southern.
St. Martinsville and Cades, La.	11	149012	Cades, St. Martinsville, La..	Morgans Louisiana and Texas.
St. Mary's and Minster, Ohio...	5	131062	St. Mary's, Minster, Ohio....	Lake Erie and Western Rwy.
St. Paul and Minneapolis, Minn.	10	141076	St. Paul, Minneapolis, Minn.	St. Paul and Minneapolis Street Ry.
St. Peter's and Springfield Station, Pa.	2	110162	Springfield Station (n. o.), St. Peter's, Pa.	Wilmington and Northern R. R.
Saginaw City Junction (n. o.) and Saginaw, Mich.	9	187049	Saginaw City Junction (n. o.), Saginaw, Mich.	Flint and Pere Marquette.
Salisbury and Glasgow, Mo...	7	145025	Salisbury, Glasgow, Mo.....	Wabash
Salt Lake City and El Dorado, Utah.	8	169016	Salt Lake City, El Dorado, Utah.	West Side R. T. Co
Salt Lake City and Stockton, Utah.	8	169006	Salt Lake City, Stockton, Utah.	O. S. L. and W. N. Rwy.....
Sand Beach and Palm Station, Mich.	9	137061	Palm Station and Sand Beach, Mich.	Flint and Pere Marquette.
Sandersville and Tennille, Ga.	4	121027	Sandersville, Tennille, Ga..	Sandersville R. R.
San Diego and Tia Juana, Cal.	8	176061	San Diego, Tia Juana, Cal..	Nat'l City and Otay R. R.
Sanford and Oviedo, Fla.	4	123010	Sanford, Oviedo, Fla.	Sanford and Ind. River R. R.
Sanford and Tavares, Fla.	4	123028	Sanford, Tavares, Fla.	Jack., Tampa & Key West R. R.
San Quentin and San Francisco, Cal.	8	176025	San Francisco, San Quentin, Cal.	North Pac. Coast R. R.
Santa Cruz and Pajaro (n. o.), Cal.	8	176021	Santa Cruz, Pajaro (n. o.), Cal.	Santa Cruz R. R.
Santa Fe and Lamy, N. Mex....	7	167001	Lamy, Santa Fe, N. Mex....	Atchison, Topeka and Santa Fe.
Santa Rosa and Napa Junction, Cal.	8	176060	Napa Junction, Santa Rosa, Cal.	So. Pac. R. R.
Santa Rosa and Sebastopol, Cal.	8	176071	Santa Rosa, Sebastopol, Cal.	S. F. and N. P. Rwy. Co...
Sapinero and Lake City, Colo..	7	165041	Lake Junction (n. o.), Lake City, Colo.	Denver and Rio Grande ...
Sappington (n. o.) and Norris, Mont.	10	163014	Sappington (n. o.), Norris, Mont.	Nor. Pac.
Sault de Ste. Marie and Soo Junction, Mich.	10	187072	Sault de Ste. Marie, Soo Junction, Mich.	Dul., So. S. and Atl.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
18.70	12,640	6	8	July 1, 1891	Pounds. 78	All post-offices on the line exchange pouches with St. Louis, Mo. Also 6 round trips per week between St. Louis and Normandy, Mo. (7 miles), from Apr. 17 to June 30, 1892 (84 days).
7	4,396	6	12	do do do	27,087	68.33 miles of route 145,002, between Oak Hill Junction (n. o.) and Bismarck, Mo., covered by St. Louis, Mo., and Texarkana, Ark., R. P. O.
7.30	5,344	7	6	July 1, 1890	111	Connects at Cades, La., with New Orleans, La. and Houston and Texas, R. P. O.
10.23	12,849	12	8	July 1, 1888	161	
10.60	350,467	324	(1)			Mail carried in Government boxes attached to street cars, leaving each end of route daily, except Sunday, at 7:30 a. m. and every 10 minutes thereafter until 4 p. m.
7	8,792	12	8	July 1, 1889	87	
8.75	12,560	32	16	July 1, 1892	426	At Saginaw City Junction connection is made with the Bay City, Wayne and Detroit, Ludington and Monroe, and Manistee and East Saginaw R. P. O.'s.; at Saginaw City connection is made with Bay City and Jackson and East Saginaw and Howard City R. P. O.'s.
15.46	11,317	7	14	July 1, 1891	77	Connects at Salisbury, Mo., with St. Louis, Mo., and Council Bluffs, Iowa, R. P. O., and St. Louis, Moberly, and Kansas City, Mo., R. P. O.; at Glasgow, Mo., with St. Louis, Louisiana, and Kansas City, Mo., R. P. O.
9.37	4,741	6	4			New service established Sept. 10, 1891. Supplied by Salt Lake City, Utah.
40.50	25,434	6	14	July 1, 1890	138	Supplied by Salt Lake, Utah.
18.93	23,776	12	19	July 1, 1892	292	At Palm Station connects the Port Austin and Port Huron R. P. O.
3.29	4,474	13	8	do do do	193	
20.10	25,246	12	28	July 1, 1890	101	Supplied by San Diego, Cal.
17.36	10,360	6	8	July 1, 1892	123	
29.95	18,808	6	18	do do do	193	
21.83	47,939	21	17	July 1, 1890	164	Supplied by initial and terminal offices and Casadero and San Francisco, Cal., R. P. O.
21.47	44,915	20	36	do do do	213	Connects at Pajaro (n. o.) with San Francisco and Santa Margarita and San Francisco and Pacific Grove, Cal., R. P. O.; at Santa Cruz with San Francisco and Santa Cruz, Cal., R. P. O.
18.75	41,175	21	8	do do do	499	Connects at Santa Fe, N. Mex., with Antonito, Colo., and Santa Fe, N. Mex., R. P. O., and at Lamy, N. Mex., with La Junta, Colo., and Albuquerque, N. Mex., R. P. O.
37.45	50,932	13	28	do do do	387	Connects at Napa Junction with Calistoga and Vallejo Junction, Cal., R. P. O. Supplied by San Francisco, Cal., and by Ogden, Utah, and San Francisco, Cal., R. P. O.
7.21	10,555	14	6	Dec. 3, 1890	87	Connects with Ukiah and San Francisco, Cal., R. P. O. at Santa Rosa. Sebastopol and San Francisco, Cal., exchange.
36.19	22,727	6	12	July 1, 1890	159	Trains are run to and from Sapinero, Colo., where connection is made with Salida and Grand Junction, Colo. R. P. O.
20.30	6,334	3	8	June 12, 1891	145	Supplied by Bozeman and Butte City, Mont., R. P. O. Connects at Harrison, Mont., with Harrison and Pony, Mont., closed-pouch service.
47.80	65,006	13	28	July 1, 1892	303	Supplied by Sault de Ste. Marie, Mich., and by Mackinaw City and Houghton, Mich., R. P. O. Connects at Sault de Ste. Marie, Mich., with Sault de Ste. Marie, Mich., and Minneapolis, Minn., R. P. O.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Savanna and Fulton, Ill.	6	135090	Savanna, Fulton, Ill.	Chicago, Burlington and Northern.
Savannah and Tybee, Ga.	4	121065	Savannah, Tybee, Ga.	Central R. R.
Saybrook Junction and Saybrook Point, Conn.	1	106015 (part)	Hartford, Saybrook Point, Conn.	New York, New Haven and Hartford R. R.
Sayreville Junction and Sayreville.	2	109077	Sayreville Junction (n. o.), Sayreville, N. J.	Raritan River R. R.
Scotland and Wakefield Station, Va.	3	114045	Scotland, Wakefield Station, Va.	Surrey, Sussex and So. Hampt'n.
Schenectady and Quaker Street.	2	107030	Quakerstreet, Schenectady, N. Y.	Delaware and Hudson Canal Co.
Schoharie and Middleburg.	2	107055	Schoharie, Middleburg, N. Y.	Middleburg and Schoharie R. R.
Schoharie Junction (n. o.), and Schoharie Station (n. o.)	2	107056	Schoharie Junction (n. o.), Schoharie Station (n. o.), N. Y.	Schoharie Valley R. R.
Schuylersville Junction (n. o.) and Mechanicsville, N. Y.	2	107121	Mechanicsville, Schuylersville Junction (n. o.), N. Y.	Boston, Hoosic Tunnel and Western R. R.
Schuylersville and Saratoga Springs.	2	107077	Saratoga Springs, Schuylersville, N. Y.	Boston, Hoosic Tunnel and Western R. R.
Schwanders Station (n. o.), and Romley, Colo.	7	165014	Schwanders Station (n. o.), Romley, Colo.	Denver, South Park and Pacific.
Scranton and Pittston Junction, Pa.	2	110189 (part)	Hawley, Scranton, Pa.	Erie and Wyoming Valley R. R.
Sea Isle City and Avalon, N. J.	2	109047	Sea Isle City, Avalon, N. J.	West Jersey R. R.
Sea Isle Junction and Ocean City, N. J.	2	109060	Sea Isle Junction (n. o.), Ocean City, N. J.	West Jersey R. R.
Seattle and Newcastle, Wash.	8	171002	Seattle, Newcastle, Wash.	Columbia and P. S. R. R.
Sewall Depot and Cliff Top, W. Va.	3	116026	Sewall Depot, Cliff Top, W. Va.	Longdale Tran. Co.
Selma and Martin Sta., Ala.	4	124022	Selma, Martin Sta. Ala.	Birmingham, Selma and New Or. R. R.
Seligman, Mo., and Eureka Springs, Ark.	11	147013	Seligman, Mo., Eureka Springs, Ark.	Eureka Springs Rwy.
Seligman and Prescott, Ariz.	8	168003	Seligman, Prescott, Ariz.	Prescott and A. C. R. R.
Seltice Junction (n. o.) and Winona Junction (n. o.), Wash.	8	171027	Winona Junction (n. o.), Seltice Junction (n. o.), Wash.	O. S. L. and U. N. Rwy.
Shamokin and Herndon.	2	110013 (part)	Pottsville, Herndon, Pa.	Philadelphia and Reading R. R.
Sharpsburg Junction (n. o.) and Sharpsburg, Ohio.	5	131064 (part)	Stewart Junction (n. o.), Sharpsburg, Ohio.	Toledo and Ohio Central Extension Rwy.
Sharpsville and Wilmington Junction.	2	110197	Wilmington Junction (n. o.), Sharpsville, Pa.	Sharpsville R. R.
Sheffield and Elulalia, Pa.	2	110106	Sheffield, Elulalia, Pa.	Tionesta Valley R. R.
Sheffield and Cherry Grove, Pa.	2	110208	Sheffield, Cherry Grove, Pa.	Tionesta Valley R. R.
Shenandoah and Mahanoy Plane, Pa.	2	110119	Shenandoah, Mahanoy Plane, Pa.	Philadelphia and Reading R. R.
Sheridan Junction (n. o.) and Sheridan, Oregon.	8	173009	Sheridan Junction (n. o.), Sheridan, Oregon.	Oregonian R. R.
Shriever and Houma, La.	11	149004	Shriever, Houma, La.	Morgan's Louisiana and Texas.
Shumway and Altamont, Ill.	6	135066 (part)	Chicago, Altamont, Ill.	Wabash.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
18.26	24,946	13	16	July 1, 1891	Pounds. 661	Connects Chicago, Oregon, Ill., and Minneapolis, Minn., R. P. O. with Fulton, Ill., and lines centering there.
16	20,006	12	4	July 1, 1892	22	
1.00	3,184	18	21	July 1, 1889	1,778	¹ Balance of route (44.43 miles) covered by R. P. O. service (see Table A*), Hartford and Saybrook R. P. O.
-----	-----	18	12	-----	-----	-----
20.08	12,610	7	16	July 8, 1889	106	Connects Norfolk and Lynchburg R. P. O. at Wakefield Station.
15.40	29,014	18	16	July 1, 1889	92	
6.50	12,246	18	8	do -----	237	
4.28	8,252	18	12	do -----	404	
15.05	18,903	12	12	do -----	286	
12.97	32,581	24	26	do -----	218	
22.92	15,448	7	20	July 1, 1890	154	Trains are run from and to Como via Buena Vista, Colo. Supplied by Denver and Leadville, Colo., R. P. O., and Buena Vista, Colo. Six round trips per week from July 1, 1891, to January 24, 1892 (176 days).
15.10	9,483	6	8	July 1, 1889	130	¹ Balance of route (36.18 miles) covered by Hawley and Scranton R. P. O. (See Table A*.)
4.02	5,049	12	4	July 29, 1889	84	
15.56	29,315	18	12	July 1, 1889	83	
18.81	13,790	7	4	July 1, 1890	145	Supplied by Seattle, Wash.
10.10	6,342	6	2	Mar. 18, 1889	27	Connects Rich. and Hint. R. P. O. and Wash. and Hint. R. P. O.'s at Sewall Depot.
20.32	12,761	6	8	July 1, 1892	81	
19.54	26,006	14	16	July 1, 1890	754	Connects at Seligman, Mo., with Monett, Mo., and Paris, Tex., R. P. O.
74.23	46,616	6	22	do -----	549	Connects at Seligman, Ariz., with Albuquerque, N. Mex., and Los Angeles, Cal., R. P. O. Initial and terminal offices exchange. San Francisco and Los Angeles, Cal., R. P. O. pouch to Prescott and Whipple, Ariz.
47.70	29,956	6	22	Mar. 7, 1891	138	Supplied by Spokane, Wash., and Pendleton, Oregon, R. P. O. and Tekoa, Wash.
20.91	26,263	12	14	July 1, 1889	973	¹ Balance of route (56.80 miles) covered by Williamsport and Pottsville R. P. O. (See Table A*.)
3.90	4,898	12	4	July 1, 1892	157	¹ Balance of route, Stewart Junction (n. o.) to Sharpsburgh Junction (n. o.), Ohio (5 miles), covered by Marietta and Newton (n. o.) R. P. O. (See Table A*.)
17.11	21,490	12	16	-----	-----	-----
12.76	16,027	12	16	July 1, 1889	70	
11	6,908	6	2	-----	-----	-----
6.88	20,163	28	22	July 1, 1889	296	
7.24	4,547	6	8	July 1, 1890	135	Supplied by Portland and Airlie, Oregon, R. P. O. Portland exchanges with Sheridan.
15.29	22,384	14	14	do -----	195	Connects at Shreveport, La., with New Orleans, La., and Houston, Tex., R. P. O.
10.64	6,682	6	4	July 1, 1891	1,502	¹ Balance of route (205.59 miles) covered by Chicago, Decatur, Ill., and St. Louis, Mo., R. P. O., and Decatur and Effingham, Ill., R. P. O. See Table "A*." Supplied by Decatur and Effingham, Ill., R. P. O. Connects at Altamont, Ill., with Beardstown and Shawneetown, Ill., R. P. O., and with Pittsburg, Pa., and St. Louis, Mo., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminus of route.	Corporate title of company.
Sidney and Champaign, Ill.	6	135005	Sidney, Champaign, Ill.	Wabash
Silver Brook Junction and Silver Brook, Pa.	2	110173	Silver Brook, Silver Brook Junction (n. o.), Pa.	Lehigh Valley R. R.
Silver Lake Junction and Silver Springs, N. Y.	2	107097	Silver Lake Junction (n. o.), Silver Springs, N. Y.	Buffalo, Rochester and Pittsburg R. R.
Skidmore and Alice, Tex.	11	150077	Skidmore, Alice, Tex.	San Antonio and Aransas Pass.
Sleepy Eye and Redwood Falls, Minn.	10	141016	Sleepy Eye, Redwood Falls, Minn.	Win. and St. P.
Sligo and Lawsonham, Pa.	2	110093	Lawsonham, Sligo, Pa.	Allegheny Valley R. R.
Smithville and Harlem, Mo.	7	145073	Harlem, Smithville, Mo.	Chicago, Kansas City and Texas.
Snow Fork Junction (n. o.), and Brashers, Ohio.	5	131106	Snow Fork Junction (n. o.), Brashers, Ohio.	Columbus, Hocking Valley and Toledo Rwy.
Snow Shoe and Milesburg.	2	110093 (part)	Bellefonte, Snow Shoe, Pa.	Pennsylvania R. R.
Socorro, and Magdalena, N. Mex.	7	167010	Socorro, Magdalena, N. Mex.	Atchison, Topeka and Santa Fe.
Somerset Junction and Indianola, Iowa.	6	143015 (part)	Des Moines, Indianola, Iowa.	Chicago, Rock Island and Pacific.
Somerville and Flemington, N. J.	2	109002	Somerville, Flemington, N. J.	Central R. R. of New Jersey
Somerville and Moscow, Tenn.	5	127019	Moscow, Somerville, Tenn.	Memphis and Charleston Rwy.
South Acton depot (n. o.) and Marlboro, Mass.	1	104023	South Acton depot (n. o.), Marlboro, Mass.	Fitchburg R. R.
South Amboy and New Brunswick.	2	109076	New Brunswick, South Amboy, N. J.	Raritan River R. R.
Southbridge, Mass., and East Thompson, Conn.	1	104052	East Thompson, Conn., Southbridge, Mass.	New York and New England R. R.
South Englewood and Blue Island, Ill.	6	135111	South Englewood, Blue Island, Ill.	Chicago, Rock Island and Pacific.
South Framingham and Milford, Mass.	1	104028	South Framingham, Milford, Mass.	Boston and Albany R. R.
South Prairie and Carbonado, Wash.	8	171005 (part)	South Prairie, Carbonado, Wash.	No. Pac. R. R.
Sparkill and Tallman.	2	107002	Tallman, Sparkill, N. Y.	New York, Lake Erie and Western R. R.
Spencer and Ravenswood, W. Va.	3	116002	Ravenswood, Spencer, W. Va.	Rav., Spen. and Glen Ry. Co.
Spencer and South Spencer, (n. o.) Mass.	1	104066	Spencer, South Spencer (n. o.), Mass.	Boston and Albany R. R.
Spirit Lake and Spencer, Iowa.	6	143096	Spencer, Spirit Lake, Iowa.	Chicago, Milwaukee and St. Paul.
Springfield Junction and Mines, Pa.	2	110157	Springfield Junction (n. o.), Mines, Pa.	Pennsylvania R. R.
Stanwood and Tipton, Iowa.	6	143013	Stanwood, Tipton, Iowa.	Chicago and North-Western.
State Line and Van Deusen, Mass.	1	104071	Van Deusen, State Line, Mass.	Housatonic R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
12.18	15,296	12	18	July 1, 1891	154	Supplied by initial and terminal offices. Connects at Sidney, Ill., with Lafayette, Ind., and Quincy, Ill., R. P. O., and at Champaign, Ill., with Chicago and Cairo, Ill., R. P. O., and Indianapolis, Ind., and Peoria, Ill., R. P. O.
2.59	3,253	12	6	July 1, 1889	84	
1.12	1,407	12	20	July 1, 1890	330	
43	27,004	6	12	do	183	Connects at Skidmore, Tex., with Kenedy and Corpus Christi, Tex., R. P. O. Connects at Alice, Tex., with Corpus Christi and Laredo, Tex., R. P. O.
26.67	34,990	12	20	July 1, 1891	252	Supplied by initial and terminal offices, and by Winona, Minn., and Watertown, S. Dak., R. P. O. Connects at Redwood Falls, Minn., with St. Paul, Minn., and Watertown, S. Dak., R. P. O.
10.41	6,537	6	8	July 1, 1889	65	
21.12	30,920	14	23	July 1, 1891	214	Supplied by Station A, Kansas City, Mo., and Harlem, Mo.
6.40	8,038	12	20	Apr. 21, 1890	132	
19.53	24,530	12	10	July 1, 1889	84	Balance of route (2.70 miles) covered by Look Haven and Tyrone, R. P. O. (See Table A*.)
27.50	17,270	6	4	July 1, 1890	86	Connects at Socorro, N. Mex., with Albuquerque, N. Mex., and El Paso, Tex., R. P. O.
6.47	16,253	24	16	July 1, 1891	1,000	Balance of route (16.16 miles) covered by Des Moines and Winterset, Iowa, R. P. O. (See Table A*.) Supplied by Des Moines and Winterset, Iowa, R. P. O. Connects at Indianola, Iowa, Indianola, and Chariton, Iowa, pouch service.
15.51	29,974	18	32	July 1, 1889	261	
13.57	8,522	6	8	July 1, 1892	129	
12.69	35,862	27	30	July 1, 1889	261	Supplied by Boston and Troy, Boston and Greenville and Essex.
-----	-----	18	36	-----	-----	-----
18	22,608	12	36	July 1, 1889	300	Connects at East Thompson, Conn., with Boston and Fishkill R. P. O.
6.82	8,566	12	22	July 1, 1891	107	Supplied by Chicago, Ill.
12.48	31,340	24	60	July 1, 1889	620	Connects at South Framingham with Boston, Springfield and New York, Boston and Albany, Boston, Clinton and Fitchburg, and Lowell and Taunton R. P. O.'s.
8.60	6,295	7	12	July 1, 1890	4,902	Connects at South Prairie with Spokane, Wash., and Portland, Oregon, R. P. O. Balance of route (27.30 miles) covered by this R. P. O.
12.87	16,165	12	20	July 1, 1889	176	
33.26	20,887	6	18	-----	-----	-----
2.18	6,845	30	10	July 1, 1889	310	Supplied by Boston and Albany R. P. O.
21.84	13,716	6	12	July 1, 1891	101	Supplied by initial and terminal offices. Connects at Spencer, Iowa, with McGregor, Iowa, and Chamberlain, S. Dak., R. P. O.; at Spirit Lake, Iowa, with Cedar Rapids, Iowa, and Watertown, S. Dak., R. P. O.
8.20	5,150	6	4	July 1, 1889	61	
8.96	16,881	18	10	July 1, 1891	267	Supplied by Stanwood, Iowa, and by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Tipton, Iowa, with Clinton and Iowa City, Iowa, R. P. O.
10.57	9,957	9	18	July 1, 1889	108	Supplied by Boston and Albany R. P. O., and Pittsfield and Bridgeport R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Stevens Point and Plover, Wis.	10	139076	Stevens Point, Plover, Wis.	Green Bay, Win. and St. P.
Stewart Junction and Babylon, N. Y.	2	107112	Stewart Junction (n. o.), Babylon, N. Y.	Long Island R. R.
Stewart Junction (n. o.) and Stewart, Ohio.	5	131096 (part)	Marietta, Stewart, Ohio.	Toledo and Ohio Central Extension Rwy.
Stewartstown and New Freedom, Pa.	2	116029	Stewartstown, New Freedom, Pa.	Stewartstown R. R.
Stewartsville and New Harmony, Ind.	5	133041	Stewartsville, New Harmony, Ind.	Peoria, Decatur and Evansville Rwy.
Streator and Fairbury, Ill.	6	135043	Streator, Fairbury, Ill.	Wabash
Streator and Walnut, Ill.	6	135102	Streator, Walnut, Ill.	Chicago, Burlington and Quincy.
Stillwater and Hastings, Minn.	10	141045	Hastings, Stillwater, Minn.	Chi., M. and St. P.
Stillwater and Minneapolis, Minn.	10	141008	Minneapolis, Stillwater, Minn.	St. P. and Dul.
Stillwater and Stillwater Junction (n. o.), Minn.	10	141027	Stillwater, Stillwater Junction (n. o.), Minn.	Chi., St. P., M. and O.
Stokesdale and Madison, N. C.	3	118037	Stokesdale, Madison, N. C.	Cape Fear and Yadkin Valley.
Stokesdale Junction and Antrim.	2	110065 (part)	Corning, N. Y., Antrim, Pa.	Fall Brook Coal Co.
Strong and Bazaar, Kans.	7	155077 (part)	Bazaar, Barnard, Kans.	Atchison, Topeka and Santa Fe.
Stuart and Anaconda, Mont.	10	163003	Stuart, Anaconda, Mont.	Montana Union
Studebaker Junction (n. o.) and Whittier, Cal.	8	176068	Studebaker Junction (n. o.), Whittier, Cal.	So. Pac. R. R.
Stuttgart and De Witt, Ark.	11	147030	Stuttgart, De Witt, Ark.	Stuttgart and Arkansas River.
Suffield and Windsor Locks, Conn.	1	106025	Windsor Locks, Suffield, Conn.	New York, New Haven and Hartford E. R.
Sugar and Mill Creek, Utah.	8	169015	Sugar, Mill Creek, Utah.	Utah Cent. Ewy.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					Pounds.	
6.56	8,239	12	6	July 1, 1891	64	Connects Fort Howard, Wis., and Winona, Minn., R. P. O. with Stevens Point, Wis., and lines centering there.
21.08	26,414	12	9	July 1, 1889	571	
4.50	5,652	12	4	July 1, 1888	177	Balance of route, Marietta to Stewart Junction (n. o.), Ohio (25.40 miles), covered by Marietta and Newton (n. o.) R. P. O. (See Table A*.)
7.08	9,646	12	12	July 1, 1889	175	
7.42	13,979	18	10	July 1, 1892	208	
31.97	40,154	12	34	July 1, 1891	220	Supplied by initial and terminal offices, and by Pontiac, Ill.; connects at Streator, Ill., with all lines entering there, and at Fairbury, Ill., with Logansport, Ind., and Keokuk, Iowa, R. P. O., and at Pontiac, Ill., with Chicago, Ill., and St. Louis, Mo., and Kankakee and Kankakee Junction, Ill., R. P. O.'s.
60.14	75,536	12	48	....do	120	Supplied by Streator, La Salle, and Walnut, Ill., and by Chicago and Streator, Ill., R. P. O. Connects at La Salle, Ill., with Chicago, Ill., and West Liberty, Iowa, R. P. O., and with Mendota and Centralia, Ill., R. P. O. Connects at I. V. and N. Junction with Chicago, Ill., and Burlington, Iowa, R. P. O., and at Walnut, Ill., with Mendota and Fulton, Ill., R. P. O.
26.12	38,240	14	30	....do	317	Supplied by initial and terminal offices and by Chicago, Ill., and Minneapolis, Minn., R. P. O. Connects at Stillwater, Minn., with Stillwater and Minneapolis, Minn., and Stillwater and Stillwater Junction (n. o.), Minn., closed-pouch service, and at Hastings, Minn., with Hastings and Cologne Minn., R. P. O.
27.92	55,505	19	32	....do	289	Supplied by Duluth and St. Paul, Minn., R. P. O. Connects at Stillwater Minn., with Stillwater and Hastings, Minn., and Stillwater and Stillwater Junction (n. o.), Minn., closed-pouch service, and at Minneapolis, Minn., with all lines centering there.
3.59	14,647	39	28	....do	643	Connects at Stillwater, Minn., with Stillwater and Hastings, Minn., and Stillwater and Minneapolis, Minn., closed-pouch service. Connects at Stillwater Junction (n. o.), Minn., with St. Paul, Minn., and Elroy, Wis., Duluth, Minn., Spooner, Wis., and St. Paul, Minn., and Ellsworth, Wis., and St. Paul, Minn., R. P. O.'s.
11.48	7,209	6	12	July 1, 1892	101	Connects Mt. Airy and Wilin. R. P. O. at Stokesdale.
15.80	19,845	12	26	July 1, 1889	754	Balance of route (36.44 miles) covered by Lyons and Williamsport R. P. O. (See Table A*.)
12.47	7,631	6	4	July 1, 1890	556	Connects at Strong, Kans., with Kansas City, Mo., and Pueblo, Colo., R. P. O., and Superior, Nebr., and Strong, Kans., R. P. O. 77 miles of route 155077, between Strong and Manchester, Kans., covered by Superior, Nebr., and Strong, Kans., R. P. O., and 43.18 miles between Manchester and Barnard, Kans., covered by Manchester and Barnard, Kans., R. P. O. (See Table A*.)
8.50	18,666	21	16	....do	583	Connects Stuart, Mont., with Garrison and Butte City, Mont., R. P. O.
6.69	9,794	14	4	Apr. 16, 1889	88	Supplied by Los Angeles, Cal.
26.06	16,366	6	12	.....	.....	Connects at Stuttgart, Ark., with Cairo, Ill., and Texarkana, Ark., R. P. O.
4.78	12,007	24	10	July 1, 1889	224	Supplied by initial and terminal offices and Boston, Springfield and New York R. P. O.
2.56	1,874	7	2	Apr. 13, 1891	51	Supplied by Salt Lake City, Utah.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Suisun and Napa Junction, Cal.	8	176006	Suisun, Napa Junction, Cal.	Cal. Pac. R. R.
Sumas City and New Whatcom, Wash.	8	171081	New Whatcom, Sumas City, Wash.	B. B. and B. C. R. R.
Summit and Bernardsville, N. J.	2	109036	Summit, Bernardsville, N. J.	Delaware, Lackawanna and Western R. R.
Summit City and Bradford, Pa.	2	110122	Summit City, Bradford, Pa.	Western N. Y. and Pennsylvania R. R.
Summitville and Huguenot Junction, N. Y.	2	107140	Summitville, Huguenot Junction (n. o.), N. Y.	Port Jervis, Monticello and N. Y. R. R.
Sumter and Rimini, S. C.	4	120035	Sumter, Rimini, S. C.	Manchester and Augusta R. R.
Suspension Bridge and Buffalo.	2	107003	Buffalo, Suspension Bridge, N. Y.	New York, Lake Erie and Western R. R.
Suspension Bridge and Niagara Falls.	2	107018 (part)	Rochester, Niagara Falls, N. Y.	New York Central and Hudson River R. R.
Sutherland, Va., and Milton, N. C.	3	114019	Sutherland, Va., Milton, N. C.	Richmond and Danville ...
Suwanee and Lawrenceville, Ga.	4	121032	Suwanee, Lawrenceville, Ga.	Richmond and Danville R. R.
Sycamore and Cortland, Ill.	6	135052	Cortland, Sycamore, Ill.	Chicago and Northwestern.
Sylvania and Rocky Ford, Ga.	4	121046	Sylvania, Rocky Ford, Ga.	Sylvania R. R.
Talbotton and Paschal, Ga.	4	121033	Talbotton, Boetick (n. o.), Ga.	Talbotton R. R.
Tallahassee and St. Marks, Fla.	4	123013	Tallahassee, St. Marks, Fla.	Florida Cent. and Peninsular R. R.
Tallulah Falls and Cornelia, Ga.	4	121043	Cornelia, Tallulah Falls, Ga.	Blue Ridge and Atlantic R. R.
Taunton and New Bedford, Mass.	1	104051 (part)	New Bedford, Fitchburg, Mass.	Old Colony R. R.
Tavares and Clermont, Fla.	4	123034	Tavares, Clermont, Fla.	Tavares, Apopka and Gulf R. R.
Texarkana and Boggy, Ark.	11	147029	Texarkana, Boggy, Ark.	Texarkana and Shreveport R. R.
Theresa Junction and Clayton, N. Y.	2	107115	Theresa Junction (n. o.), Clayton, N. Y.	Rome, Watertown and Ogdensburg R. R.
Thibodeaux and Shriever, La.	11	149009	Shriever, Thibodeaux, La.	Morgan's Louisiana and Texas.
Thomas and Davis, W. Va.	3	116009 (part.)	Shaw, Davis, W. Va.	West Virginia Central.
Thomasville, Ga., and Monticello, Fla.	4	123035	Thomasville, Ga., Monticello, Fla.	Savannah, Florida, and Western R. R.
Tia Juana Jct. (n. o.) and Onton, Cal.	8	176062	Tia Juana Jct. (n. o.), Onton, Cal.	National City and Otay R. R.
Togus and Chelsea, Me.	1	101031	Togus, Randolph, Me.	Kennebec Central R. R.
Topton and Kutztown.	2	110062	Topton, Kutztown, Pa.	Philadelphia and Reading R. R.
Traverse City and Walton, Mich.	9	137034	Walton, Traverse City, Mich.	Grand Rapids and Indiana.
Trenton and Bordentown, N. J.	2	109046	Bordentown, Trenton, N. J.	Pennsylvania R. R.
Trenton Junction and Trenton, N. J.	2	109044	Trenton, Trenton Junction, N. J.	Philadelphia and Reading R. R.
Trinidad, Colo., and Catskill, N. Mex.	7	165044	Trinidad, Colo., Catskill, N. Mex.	Union Pacific, Denver and Gulf.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
12.98	19,003	14	32	July 1, 1890	522	Connects at Suisun with Ogden, Utah, and San Francisco, Cal., and Portland, Oregon, and San Francisco, Cal., R. P. O.'s; at Napa Junction with Calistoga and Vallejo Junction R. P. O.
23.95	26,297	7	19	July 1, 1891	188	New service established July 1, 1891. Connects at Sumas City with Sumas City and Seattle, Wash., R. P. O.; at New Whatcom with Blaine and Seattle, Wash., R. P. O. Seven additional trips inward to Everett, Wash.
14.68	18,438	13	36	July 1, 1889	179	
9.03	14,177	15	13	....do	64	
17.56	22,055	12	10	Oct. 10, 1889	43	
19.91	12,508	6	16	July 1, 1892	93	
27.12	141,928	50	1600	July 1, 1889	1,889	¹ Including 400 sacks.
1.80	7,913	42	24	....do	4,660	¹ Balance of route (75.72 miles) covered by Rochester and Suspension Bridge R. P. O. (See Table A*.)
6.72	12,660	18	10	....do	124	² Including 10 sacks.
9.96	12,510	12	4	July 1, 1892	187	Connects Richmond and Danville R. P. O. at Sutherland, Va., and Norfolk and Danville R. P. O. at Milton, N. C.
5.02	6,306	12	4	July 1, 1891	20	Supplied by initial and terminal offices and by Chicago, Ill., and Cedar Rapids, Iowa, R. P. O. Connects at Sycamore, Ill., with Caledonia and Spring Valley, Ill., R. P. O. and Chicago, Dunbar, Ill., and Dubuque, Iowa, R. P. O.
14.97	18,742	12	8	July 1, 1892	144	
7.04	9,520	26	8	....do	128	
22.03	6,895	3	4	....do	20	
20.93	30,934	14	22	....do	225	
19.47	48,909	24	45	July 1, 1889	1,611	Balance of route (72.69 miles) covered by R. P. O. service (see Table A*), Boston, Clinton and Fitchburg R. P. O.
29.34	18,425	6	10	July 1, 1892	56	
19.01	11,968	6	8	Nov. 2, 1890	54	Makes Texarkana, Ark., connections.
16.23	30,577	18	40	July 1, 1889	422	
5.28	7,701	14	10	July 1, 1890	336	Connects at Shreveport, La., with New Orleans, La., and Houston, Tex., R. P. O.
6.30	7,913	12	8	July 1, 1889	380	Connects Crumb and Elkins R. P. O. at Thomas, W. Va.
24.84	33,728	13	14	July 1, 1892	204	
1.94	1,218	6	4	July 1, 1890	38	Supplied by San Diego and by National City, Cal.
5.12	9,646	18	12	....do	217	Connects at Randolph with Bangor and Boston R. P. O.
5.06	9,533	18	8	July 1, 1889	184	
26.23	65,864	24	22	July 1, 1892	544	At Walton, connects the Mackinaw City and Grand Rapids, and Cadillac and Fort Wayne R. P. O.'s at Traverse City, Mich., connects Traverse City and Grand Rapids R. P. O.
6.17	21,957	34	44	July 1, 1889	519	
4.28	5,376	12	14	....do	151	
27.84	18,207	7	4	.....	.....	Connects at Trinidad, Colo., with Denver, Colo., and Fort Worth, Tex., R. P. O., La Junta, Colo., and Albuquerque, N. Mex., R. P. O., and El Moro and Trinidad pouch service. Six round trips per week from July 1, 1891, to April 1, 1892, 245 days.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Tripp and Armour, S. Dak.	10	159014	Tripp, Armour, S. Dak.	Chicago, Milwaukee and St. Paul.
Troy and Albany, N. Y.	2	107106	Albany, Troy, N. Y.	New York Central and Hudson River R. R.
Troy and Albany Junction, N. Y.	2	107020	Albany Junction (n. o.), Troy, N. Y.	Delaware and Hudson Canal Co.
Troy and Schenectady, N. Y.	2	107012	Troy, Schenectady, N. Y.	New York Central and Hudson River R. R.
Turbotville and Rohrsburg, Pa.	2	110193	Turbotville, Rohrsburg, Pa.	Wilkesbarre and Western Railway.
Turbotville and Watsonstown, Pa.	2	110106	Turbotville, Watsonstown, Pa.	Wilkesbarre and Western Railway.
Turner and Aurora, Ill.	6	135071	Aurora, Turner, Ill.	Chicago, Burlington and Quincy.
Turner Falls and Greenfield, Mass.	1	104053	Greenfield, Turner Falls, Mass.	Fitchburg R. R.
Turnerville and Colchester, Conn.	1	106020	Turnerville, Colchester, Conn.	New York, New Haven and Hartford R. R.
Two Rivers and Manitowoc, Wis.	10	139077	Manitowoc, Two Rivers, Wis.	Mil., L. S. and W.
Union Pacific Transfer, Iowa (n. o.), Beatrice, Nebr.	6	157064	Union Pacific Transfer, Iowa (n. o.), Beatrice, Nebr.	Chicago, Rock Island and Pacific.
Union Point and White Plains, Ga.	4	121054	Union Point and White Plains, Ga.	Union Point and White Plains R. R.
University Station and Chapel Hill, N. C.	3	118018	University Station, Chapel Hill, N. C.	Richmond and Danville.
Valley Springs and Lodi, Cal.	8	176043	Lodi, Valley Springs, Cal.	S. J. and S. N. E. R.
Valley Stream and Far Rockaway, N. Y.	2	107100	Valley Stream, Far Rockaway, N. Y.	Long Island R. R.
Vancouver Station (n. o.), Wash., and Portland Station (n. o.), Oregon.	8	178012	Portland Station (n. o.), Oregon, Vancouver Station (n. o.), Wash.	Portland and Vancouver Rwy.
Varna and Lacon, Ill.	6	135074	Varna, Lacon, Ill.	Chicago and Alton.
Verdigris and Creighton, Nebr.	6	157018 (part)	Norfolk Junction, Verdigris, Nebr.	Fremont, Elktion and Mo. Valley.
Verona and Negley, Pa.	2	110143	Negley, Verona, Pa.	Allegheny Valley R. R.
Vesper and Babcock, Wis.	10	139056	Babcock, Vesper, Wis.	Chi., Mil. and St. P.
Victoria and Beeville, Tex.	11	150071	Victoria, Beeville, Tex.	Gulf, West Texas and Pacific.
Victoria and Port Lavaca, Tex.	11	150019 (part)	Port Lavaca, Cuero, Tex.	Gulf, West Texas and Pacific.
Vidalia and Jonesville, La.	11	149005	Vidalia, Jonesville, La.	Natches, Red River and Texas.
Vincennes and St. Francisville, Ill.	6	135037	Vincennes, Ind., St. Francisville, Ill.	Cairo, Vincennes, and Chicago.
Visalia and Goshen, Cal.	8	176018	Visalia, Goshen, Cal.	Visalia R. R.
Wadley and Rixville, Ga.	4	121060	Wadley, Rixville, Ga.	Wadley and Mt. Vernon R. R.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
20.42	25,648	12	14	July 1, 1890	<i>Pounds.</i> 407	Supplied by initial and terminal offices and Aberdeen, S. Dak., and Sioux City, Iowa, R. P. O.
7.23	95,349	126	640	July 1, 1899	8,721	¹ Including sacks.
5.86	39,868	65	360	....do.....	4,422	¹ Including sacks.
21.35	53,631	24	110	....do.....	980	¹ Including sacks.
24.40	30,646	12	20	.....	.....
6.10	7,682	12	27	July 1, 1889	64	
12.96	8,139	6	10	July 1, 1891	96	Supplied by Aurora, Ill.; connects at Turner, Ill., with Chicago, Freeport, Ill., and Dubuque, Iowa, R. P. O., and at Aurora, Ill., with all lines centering there.
5.05	15,857	30	30	July 1, 1889	301	Initial and terminal offices exchange. Supplied by Newport and Springfield R. P. O. and Boston and Troy R. P. O.
4.09	10,274	24	12	....do.....	184	Initial and terminal offices exchange. Supplied by Willimantic and New Haven R. P. O.
7.69	9,659	12	14	July 1, 1891	2,685	Supplied by Manitowoc and Milwaukee, Wis., and Ashland and Milwaukee, Wis., R. P. O.
102.20	149,621	14	38	.....	.....	Supplied by Omaha, Nebr., and Lincoln, Nebr.; connects at Union Pacific Transfer, Iowa, Omaha, Nebr., and Lincoln, Nebr., with all lines centering at these points; at Beatrice, Nebr., with St. Joseph, Mo., and Colorado Springs, Colo., R. P. O.
13.70	17,320	12	6	July 1, 1892	91	
11.33	14,230	12	6	....do.....	200	Connects Goldsboro and Greensboro R. P. O. at University Station.
26.99	39,513	14	50	July 1, 1890	525	Connects at Lodi, Cal., with Sacramento and San Francisco, Cal., R. P. O.; also supplied by initial and terminal offices.
5.48	10,324	18	30	July 1, 1889	262	
8.60	15,738	14	8	July 1, 1890	463	¹ additional trips outward. Supplied by initial and terminal offices.
10.80	12,565	12	8	July 1, 1891	110	Supplied by Dwight and Washington, Ill., R. P. O.
11.28	7,147	6	12	....do.....	16,964	¹ Balance of route (42.74 miles) covered by Creighton and Norfolk, Nebr., R. P. O. (See Table A ² .)
5.38	3,379	6	6	July 1, 1889	63	Supplied by Creighton, Nebr., and by Creighton and Norfolk, Nebr., R. P. O.
20.87	13,106	6	14	July 1, 1891	105	Supplied by Dexterville, Wis., and Minocqua and New Lisbon, Wis., R. P. O. Connects at Dexterville, Wis., with Fort Howard, Wis., and Winona, Minn., R. P. O.
55.69	40,765	7	22	July 1, 1890	224	Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O.; also with Victoria and Port Lavaca, Tex., R. R. Connects at Beeville, Tex., with Kennedy and Corpus Christie, Tex., R. P. O.
37.09	17,012	6	2	July 2, 1890	221	Balance of route covered by Rosenberg and Cuero, Tex., R. P. O. (29.02 miles). (See Table A ² .) Connects at Victoria, Tex., with Rosenberg and Cuero, Tex., R. P. O.; also with Victoria and Beeville, Tex., R. R.
25.60	18,739	7	4	July 1, 1890	166	Connects at Natchez, Miss., with Jackson and Natchez, Miss., R. P. O.; also with Rayville, La., and Natchez, Miss., R. P. O.
10.98	13,791	12	8	July 1, 1891	412	Connects Danville and Cairo, Ill., R. P. O., with Vincennes, Ind., and all lines centering there.
7.92	17,414	21	22	July 1, 1890	454	Connects at Goshen with San Francisco and Angeles, Cal., R. P. O.
29.35	36,804	6	14	July 1, 1892	112	

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Wakefield and Peabody, Mass.	1	104010	Wakefield, Peabody, Mass.	Boston and Maine R. R.
Walla Walla and Wallula, Wash.	8	171004	Walla Walla, Wallula, Wash.	G. S. L. and U. N. Rwy.
Wallula, Wash., and Umatilla, Oregon.	8	173005 (part)	Wallula, Wash., Umatilla, Oregon.	.....do.....
Wahneta and Bartow, Fla.	4	123021	Wahneta, Bartow, Fla.	South Florida R. R.
Walpole Junction (n. o.) and Wrentham, Mass.	1	104084	Walpole Junction (n. o.) Wrentham, Mass.	Old Colony R. R.
Waterboro and Green Pond, S. C.	4	120025	Green Pond, Waterboro, S. C.	Plant Investment Co. R. R.
Wampum Junction and Homewood.	2	110044 (part)	Erie, Homewood, Pa.	Pennsylvania R. R.
Warren, R. I., and Fall River, Mass.	1	105005	Warren, R. I., Fall River, Mass.	Old Colony R. R.
Wartrace and Shelbyville, Tenn.	5	127020	Wartrace, Shelbyville, Tenn.	Nashville, Chattanooga, and St. Louis Rwy.
Warren Plains and Warrenton, N. C.	3	118026	Warren Plains, Warrenton, N. C.	Warrenton
Warrenton and Calverton, Va.	3	114024	Calverton, Warrenton, Va.	Richmond and Danville
Warrenton, Ohio, and Wheeling, W. Va.	5	131117	Warrenton, Ohio, Wheeling, W. Va.	Wheeling and Lake Erie Rwy.
Warsaw and Clinton, N. C.	3	118030	Warsaw, Clinton, N. C.	Wilmington and Weldon
Washington, D. C., and Alexandria, Va.	3	114018	Washington, D. C., Alexandria, Va.	Washington Southern
Washington and Barnett, Ga.	4	121006	Washington, Barnett, Ga.	Georgia R. R.
Washington and Waynesburg, Pa.	2	110114	Washington, Waynesburg, Pa.	Waynesburg and Washington R. R.
Washington and Greenleaf, Kans.	7	155021 (part)	Waterville, Washington, Kans.	Central Branch Union Pacific.
Watertown and Sacketts Harbor.	2	107039	Watertown, Sacketts Harbor, N. Y.	Rome, Watertown and Ogdensburg R. R.
Watertown and Waterbury, Conn.	1	106006	Watertown, Waterbury, Conn.	Naugatuck R. R.
Waukon Junction and Waukon, Iowa.	6	143040	Waukon Junction, Waukon, Iowa.	Chicago, Milwaukee and St. Paul.
Wausau and Marshfield, Wis.	10	139083	Wausau, Marshfield, Wis.	Mil., L. S. and W.
Wawa and Chester, Pa.	2	110008	Chester, Pa., Port Deposit, Md.	Philadelphia, Wilmington and Baltimore R. R.
Waycross and Nichols, Ga.	4	121068	Waycross, Nichols, Ga.	Waycross Air Line R. R.
Wayne and Bloomfield, Nebr.	6	157060	Wayne, Bloomfield, Nebr.	Chicago, St. Paul, Minneapolis and Omaha.
Weatherford and Mineral Wells, Tex.	11	150082	Weatherford, Mineral Wells, Tex.	Weatherford, Mineral Wells, and Northwestern.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
					<i>Pounds.</i>	
8.09	10,161	13	12	July 1, 1889	123	Supplied by Amesbury and Boston R. P. O., and Boston, Mass.
32.02	23,439	7	8	July 1, 1890	116	Initial and terminal offices exchange. Spokane, Wash., and Pendleton, Oregon, R. P. O. Exchange with Walla Walla, Wash.
27.31	19,991	7	18	....do	11,126	Connects at Umatilla with Huntington and Portland, Oregon, R. P. O. Mails for Spokane, Wash., and Portland, Oregon, R. P. O., connected at Pasco, Wash., over this route. Balance of route, 186.90 miles, covered by Huntington and Portland, Oregon, R. P. O.
17.67	25,868	14	14	July 1, 1892	503	
5.79	2,582	6	6	.....	.....	New service; established October 15, 1891; 223 days.
12.37	15,536	12	10	July 1, 1892	184	
6.20	7,787	12	8	July 1, 1890	1,836	¹ Balance of route, 106.51 miles, covered by Erie and Pittsburg R. P. O. (See table A.)
9.14	20,090	21	18	....do	914	Initial and terminal offices exchange. Supplied by Boston and Newport R. P. O., and Boston, Mass. 314 days.
8.36	10,500	12	10	July 1, 1892	533	
3.13	3,931	12	6	....do	161	Connects Norfolk and Raleigh at Warren Plains, N. C.
9.08	19,940	21	16	July 1, 1889	351	Connects Wash. and Char. R. P. O. and Wash. and Hint. R. P. O., at Calverton, Va.
13.60	5,168	12	6	.....	.....	Service established March 11, 1892.
13.11	16,466	12	16	July 1, 1892	254	Connects Wash. and Wil'n at Warsaw, N. C.
7.22	18,513	25	15	July 1, 1889	196	Connects lines centering at Washington, D. C., and Alexandria, Va.
18.58	40,801	21	14	July 1, 1892	366	
26.31	36,813	12	36	July 1, 1889	593	
7.51	14,149	18	8	July 1, 1890	2,454	Connects at Washington, Kans., with Lincoln, Nebr., and Concordia, Kans., R. P. O., and at Greenleaf with Atchison and Lenora, Kans., R. P. O.
12.46	15,650	12	10	July 1, 1889	203	13.11 miles of route 155021, between Waterville and Greenleaf, Kans., covered by Atchison and Lenora, Kans., R. P. O.
6.15	7,724	12	21	....do	411	Initial and terminal offices exchange, and by West Winsted and Bridgeport R. P. O.
22.98	14,431	6	8	July 1, 1891	201	Supplied by La Crosse, Wis., and Dubuque, Iowa, R. P. O.
42.14	26,464	12	14	.....	.....	Supplied by initial and terminal offices. Connects at Wausau, Wis., with Minocqua and New Lisbon, Wis., R. P. O., and Eland and Wausau, Wis., closed-pouch service, and at Marshfield, Wis., with Chicago, Ill., Abbottsford, Wis., and Minneapolis, Minn., R. P. O., and Marshfield and Neillsville, Wis., closed-pouch service.
7.17	13,506	18	22	June 1, 1889	1,126	¹ Balance of route, 50.97 miles, covered by Philadelphia and Port Deposit R. P. O. (See Table A.)
29.22	18,349	6	12	July 1, 1890	91	
42.99	53,995	12	34	Oct. 20, 1891	306	Supplied by initial and terminal offices by Randolph, Nebr., by Sioux City, Iowa, and Norfolk, Nebr., R. P. O., and by Sioux City, Iowa, and Omaha, Nebr., R. P. O. Connects at Randolph, Nebr., with Sioux City, Iowa, and O'Neil, Nebr., R. P. O.
23.49	14,452	7	12	July 1, 1892	384	Sept. 21, 1891, service established. Connects at Weatherford, Tex., with Texarkana, Ark., and El Paso, Tex., R. P. O.; also with Paris and Weatherford, Tex., R. P. O.

TABLE C.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Webster City and Lehigh, Iowa.	6	143075	Webster City, Lehigh, Iowa.	Webster City and South Western.
Wellington and Ciana Park, Ill.	6	135080	Wellington, Ciana Park, Ill.	Chicago and Eastern Illinois.
Wellington and Caldwell, Kans.	7	155037 (part)	Mulvane, Caldwell, Kans....	Atchison, Topeka and Santa Fe.
Wellington and Hunnewell, Kans.	7	155005 (part)	Cherryvale, Hunnewell, Kans.	Southern Kansas
Wellsville, N. Y., and Genesee Fork, Pa.	2	107151	Wellsville, N. Y., Genesee Fork, Pa.	Wellsville, Condersport and Pine Creek R. R.
West Brownsville and Uniontown, Pa.	2	110146	West Brownsville, Uniontown, Pa.	Pennsylvania R. R.
West End Junction (n. o.) and Fond du Lac, Minn.	10	141035	West End Junction (n. o.), Fond du Lac, Minn.	St. P. & Dul.....
West End (n. o.), Minn., and West Superior, Wis.	10	141074	West End (n. o.), West Superior, Wis.	St. P. and Dul.....
West Lynn and Boston, Mass.	1	104002	Boston, West Lynn, Mass...	Boston and Maine R. R....
West Point and Searcy, Ark..	11	147011	Searcy, West Point, Ark....	Searcy and West Point R.R.
West Wareham and Fairhaven, Mass. *	1	104050	Fairhaven, West Wareham, Mass.	Old Colony R. R.
Wetumpka, and Elmore, Ala.	4	124024	Elmore, Wetumpka, Ala ...	Louisville and Nashville R. R.
Whitesboro and Fort Worth, Tex.	11	150073	Whitesboro, Fort Worth, Tex.	Texas and Pacific
White Haven and Upper Lehigh.	2	110007	White Haven, Upper Lehigh, Pa.	Central R. R. of New Jersey
White River Junction and Woodstock, Vt.	1	103013	White River Junction, Woodstock, Vt.	Woodstock R. R.
Whitestone and Whitestone Junction.	2	107094 (part)	Long Island City, Whitestone, N. Y.	Long Island R. R.
Whiting and Birmingham, N. J.	2	109063	Whiting, Birmingham, N. J.	Pennsylvania R. R.
Whitman and Bridgewater, Mass.	1	104040	Whitman, Bridgewater, Mass. .	Old Colony R. R.
Wichita Falls and Seymour, Tex.	11	150078	Wichita Falls, Seymour, Tex.	The Wichita Valley Rwy..
Williamsburg and Hollidaysburg.	2	110084	Hollidaysburg, Williamsburg, Pa.	Pennsylvania R. R.
Williamstown and Millersburg, Pa.	2	110106	Millersburg, Williamstown, Pa.	Northern Central R. R.
Wilkes Barre and Wanamie, Pa.	2	110101	Wilkes Barre, Wanamie, Pa.	Central R.R. of New Jersey.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
17.98	11,291	6	8	July 1, 1891	81	Supplied by Webster City, Iowa, at which point it connects with Dubuque and Sioux City, Iowa, R. P. O. and with Tama and Hawarden, Iowa, R. P. O. and with Des Moines and Hawarden, Iowa, R. P. O. Connects at Lehigh, Iowa, with Fort Dodge and Lehigh, Iowa, pouch service.
12.82	16,102	12	24	....do.....	161	Supplied by Wellington, Ill., and by Chicago, Ill., and Evansville, Ind., R. P. O.
21.80	44,868	14	14	July 1, 1890	861	Connects at Wellington, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O.; St. Joseph, Mo., and Minco, Ind. Ter., R. P. O. Wellington and Hunnewell pouch service; and Mulvane, Kans., and Panhandle, Tex., R. P. O.; at Perth and Corbin, Kans., with St. Joseph, Mo., and Minco, Ind. Ter., R. P. O.; at Caldwell, Kans., with Beaumont and Anthony, Kans., R. P. O.; and St. Joseph, Mo., and Minco, Ind. Ter., R. P. O.; 17.61 miles of route 155087, between Mulvane and Wellington, Kans., covered by Mulvane, Kans., and Panhandle, Tex., R. P. O. Between Mulvane and Caldwell, Kans., 39.41 miles, from July 1 to October 31, 1891. (123 days.)
18.13	13,271	7	8	....do.....	1,740	Connects at Wellington, Kans., with Kansas City, Mo., and Wellington, Kans., R. P. O.; Mulvane, Kans., and Panhandle, Tex., R. P. O.; Wellington and Caldwell, Kans., pouch service, St. Joseph, Mo., and Minco, Ind. Ter., R. P. O.; and at South Haven, Kans., with Beaumont and Anthony, Kans., R. P. O.; 113.42 miles of route 155,006 between Cherryvale and Wellington, Kans., covered by Kansas City, Mo., and Wellington, Kans., R. P. O.
11.39	7,153	6	4	.....	.....	.....
18.81	23,625	12	24	July 1, 1889	83	.....
9.07	18,031	19	12	.....	.....	Supplied by Duluth, Minn. Connects at West End Junction (n. o.), Minn., with Duluth and St. Paul, Minn., R. P. O.
4.04	8,452	20	18	Mar. 18, 1891	119	Connects West Superior, Wis., with Duluth and St. Paul, Minn., R. P. O.
12.42	31,190	24	30	July 1, 1889	225	Supplied by Boston, Mass.
8.54	17,120	21	18	July 1, 1890	223	Trains 7 times a week between West Point and Kensett, Ark., and 21 times a week between Kensett and Searcy, Ark. Connects at Kensett, Ark., with St. Louis, Mo., and Texarkana, Ark., R. P. O.
15.26	19,167	12	42	July 1, 1889	381	Supplied by Boston and Cape Cod R. P. O.'s and New Bedford, Mass.
6.91	10,067	14	6	July 1, 1892	211	.....
72.85	53,326	7	4	Nov. 7, 1890	462	Lap service.
9.66	18,199	18	12	July 1, 1889	100	.....
14.44	18,187	12	20	....do.....	301	Supplied by initial and terminal offices.
4.35	10,927	24	16	....do.....	846	Balance of route (7.01 miles) covered by Thomas-ton and Long Island City R. P. O. (See Table A.)
18.51	23,249	12	18	....do.....	34	.....
7.43	9,332	12	14	....do.....	54	Supplied by Boston and Cape Cod R. P. O., and Boston and Plymouth R. P. O.
52.34	32,870	6	12	Nov. 3, 1890	250	Connects at Wichita Falls, Tex., with Denver, Colo., and Fort Worth, Tex., R. P. O.
14.28	26,904	18	20	July 1, 1889	292	.....
21.04	26,426	12	28	....do.....	238	.....
12.87	20,635	22	24	....do.....	123	.....

TABLE C^c.—Statement of mail service performed in closed pouches upon railroads and

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, terminal of route.	Corporate title of company.
Willow and Fruto, Cal	8	176069	Willow, Fruto, Cal.....	So. Pac. R. R.....
Willows Junction (n. o.) and Heppner, Oregon.	8	173011	Willows Junction (n. o.), Heppner, Oregon.	O. S. L. and U. N. Rwy
Wilmington, Vt., and Hoosac Tunnel Station (n. o.), Mass.	1	103001	Wilmington, Vt., Hoosac Tunnel Station (n. o.), Mass.	Hoosac Tunnel and Wilmington R. R.
Wilmington and Wrightsville, N. C.	8	118035	Wilmington, Wrightsville, N. C.	Wilmington Sea Coast
Wilmot and Millbank, S. Dak.	10	159006	Millbank, Wilmot, S. Dak...	C., M. and St. P
Wilton Junction and Muscatine, Iowa.	6	143090	Wilton Junction, Muscatine, Iowa.	Chicago, Rock Island and Pacific.
Wilson and Summertown, S. C.	4	120082	Wilson, Summertown, S. C..	Wilson and Summertown R. R.
Winchester and Woburn, Mass	1	104018	Winchester, Woburn, Mass.	Boston and Maine R. R.
Windsor Beach and Rochester	2	107136	Windsor Beach (n. o.), Rochester, N. Y.	Rome, Watertown and Ogdensburg R. R.
Winfield and Washington, Iowa.	6	143035 (part)	Burlington, Washington, Iowa.	Burlington and North Western.
Winneconne and Rush Lake, Wis.	10	139007	Rush Lake, Winneconne, Wis.	Chi., Mil. and St. P
Winona Junction (n. o.) and La Crosse, Wis.	10	139014 (part)	Winona, La Crosse, Wis.	Chi. and N. W
Winston and Mocksville, N. C.	3	118050	Winston, Mocksville.....	Richmond and Danville ...
Winthrop Junction (n. o.) and Revere, Mass.	1	104079	Winthrop Junction (n. o), Revere, Mass.	Boston, Revere Beach and Lynn R. R.
Wister and South McAlester, Ind. Ter.	11	153006	South McAlester, Wister, Ind. Ter.	Choctaw Coal and Railway Co.
Wolfboro and Wolfboro Junction, N. H.	1	102015	Wolfboro, Wolfboro Junction, N. H.	Boston and Maine R. R.
Woodbury and Kalamazoo, Mich.	9	137077	Kalamazoo, Woodbury, Mich.	Chicago, Kalamazoo and Saginaw.
Woodbury and Penn Grove..	2	109039	Woodbury, Penn Grove, N. J.	Delaware River R. R.
Woodbury and Riddleten Junction.	2	109022	Woodbury, Riddleten Junction (n. o.), N. J.	West Jersey R. R.
Woodman and Lancaster Junction (n. o.), Wis.	10	139025 (part)	Galena, Ill., Woodman, Wis.	Chi. and N. W
Woodport and Hopatcong Junction, N. J.	2	109062	Woodfort, Hopatcong Junction (n. o.), N. J.	Central R. R. of New Jersey.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
17.18	10,789	6	4	July 1, 1890	<i>Pounds.</i> 44	Connects at Willow with Redding and Sacramento, Cal., R. P. O.
46.07	28,932	6	12	do	244	Connects at Willows Junction with the Huntington and Portland, Oregon, R. P. O.
24.45	11,832	6	22	June 9, 1892	168	Supplied by Boston and Troy R. P. O. Route extended from Readboro to Wilmington, December 7, 1891.
9.24	5,803	6	2	July 1, 1892	19	Connects Washington and Wilmington and Wilmington and Rutherfordton R. P. O.'s at Wilmington.
17.23	10,820	6	10	July 1, 1890	94	Supplied by initial and terminal offices, and St. Paul, Minn., and Aberdeen, S. Dak., R. P. O.
12.68	23,889	18	12	July 1, 1891	413	Connects at Wilton Junction, Iowa, with Chicago, Ill., and West Liberty, Iowa, R. P. O., and at Muscatine, Iowa, with Muscatine and Montezuma, Iowa, R. P. O., and Davenport, Iowa, and St. Joseph, Mo., R. P. O.
16.06	10,065	6	6	July 1, 1892	33	
4.69	5,891	12	25	July 1, 1889	269	Supplied by initial and terminal offices, and by Boston, Mass. Route curtailed to end at Woburn, Mass., December 1, 1891. Decrease in distance 2.23 miles.
8.30	20,850	24	42	do	830	
18.68	11,731	6	16	July 1, 1891	777	Balance of route (34.14 miles) covered by Burlington and Oskaloosa, Iowa, R. P. O. (See Table A*.) Supplied by Washington, Iowa, and by Burlington and Oskaloosa, Iowa, R. P. O. Connects at Washington, Iowa, with Davenport, Iowa, and St. Joseph, Mo., R. P. O., and with Washington and Knoxville, Iowa, R. P. O.
14.84	9,320	6	14	do	134	Supplied by Ripon, Wis., and Oshkosh and Milwaukee, Wis., R. P. O. Connects at Rush Lake, Wis., with Ripon and Berlin, Wis., closed-pouch service.
4.14	10,830	25	12	do	6,017	Balance of route covered by Chicago, Ill., and Winona, Minn., R. P. O. (See Table A*.) Connects La Crosse, Wis., with Chicago, Ill., and Winona, Minn., R. P. O.
26.92	16,916	6	20	Feb. 1, 1892	91	
1.80	3,391	18	12	July 1, 1889	141	Supplied by Boston, Mass.
65.04	47,609	7	30			Connects at South McAlester, Ind. Ter., with Sedalia, Mo., and Denison, Tex., R. P. O. Connects at Wister, Ind. Ter., with Monet, Mo., and Paris, Tex., R. P. O.
12.05	15,136	12	12	July 1, 1889	194	Connects at Wolfboro Junction with North Conway and Boston R. P. O.
44.60	56,017	12	36	July 1, 1892	133	At Kalamazoo, Mich., connections are made with the Cadillac and Fort Wayne, Detroit and Chicago, Grand Rapids and Elkhart, Grand Rapids and Richmond, and Kalamazoo and South Haven, R. P. O.'s. At Hastings, Mich., connection is made with Detroit and Grand Rapids R. P. O. At Spring Brook, Mich., connects the Toledo and Allegan R. P. O.
20.31	51,019	24	36	July 1, 1889	251	
22.19	55,741	24	40	do	426	
18.53	23,474	12	20	July 1, 1891	831	Balance of route covered by Lancaster, Wis., and Galena, Ill., R. P. O. (See Table A*.) Connects at Woodman, Wis., with Chicago, Ill., and Prairie du Chien, Wis., R. P. O. Supplied by initial and terminal offices, and Milwaukee and Lancaster, Wis., R. P. O.
9.20	17,333	18	16	July 1, 1889	39	

TABLE C^c.—*Statement of mail service performed in closed pouches upon railroads and*

Initial and terminal stations running east to west, north to south, and northwest to southeast.	Division.	Number of route.	Contract, designation, termini of route.	Corporate title of company.
Woodville, Miss.. and Slaughter, La.	4	140007	Slaughter, La., Woodville, Miss.	West Feliciana R. R.
Woonsocket and Harrisville, R. I.	1	105011	Woonsocket, Harrisville, R. I.	New York and New England R. R.
Yarmouth Junction (n. o.) and Hyannis, Mass.	1	104048	Yarmouth Junction (n. o.), Hyannis, Mass.	Old Colony R. R.
Youngwood Station and Tranger.	2	110151	Youngwood Station (n. o.), Tranger, Pa.	Pennsylvania R. R.
Zumbrota and Rochester, Minn.	10	141017	Rochester, Zumbrota, Minn.	Winona and St. Peter.

parts of railroads over which no railway post-offices run, in operation, etc.—Continued.

Miles of route.	Annual miles of service.	Number of round trips per week.	Number of pouches exchanged daily.	Date of last readjustment.	Average weight of mail whole distance daily.	Remarks.
41.73	26,206	6	20	July 1, 1890	Pounds. 226	
10.46	1,339	6	22	.....	.....	New service established April 18, 1892.
3.54	4,446	12	12	July 1, 1889	102	Supplied by Boston and Cape Cod R. P. O.
12.53	15,738	12	16	....do.....	87	
21.44	26,929	12	46	July 1, 1891	334	Supplied by initial and terminal offices, and Winona, Minn., and Watertown, S. Dak., R. P. O. Connects at Zumbrota, Minn., with Wabasha and Zumbrota, Minn., R. P. O., and Red Wing and Zumbrota, Minn., closed-pouch service.

TABLE Cc.—Statement of mail service performed in closed pouches upon railroads and parts of railroads over which no railway post-offices run, in operation, etc.

Division.	Number of routes.	Miles of route.	Annual miles of service.	Number of pouches exchanged daily.
First.....	114	1,292.07	1,781,988	2,640
Second.....	268	3,230.89	5,348,808	7,579
Third.....	67	915.01	914,090	922
Fourth.....	85	1,541.04	1,479,294	916
Fifth.....	79	1,069.67	1,254,345	1,093
Sixth.....	80	1,624.87	1,666,051	1,397
Seventh.....	82	1,555.49	1,900,040	1,436
Eighth.....	92	2,329.13	1,956,983	1,333
Ninth.....	31	618.02	778,465	547
Tenth.....	121	2,918.09	3,117,220	2,181
Eleventh.....	56	1,398.63	1,171,901	697
Total.....	1,075	18,492.91	21,369,285	20,741
Total as per report for year ending June 30, 1892.....	1,037	18,781.26	21,124,102	18,696
Increase.....	38	*288.35	245,183	2,045

*Decrease.

TABLE D^d.—Comparative statement of the railway mail service, 1830 to 1892.

Fiscal year ending June 30—	Miles of railroad in the United States.	Miles of railroad upon which mail was carried.	Miles of annual transportation of mail by railroads.	Annual cost of railroad mail transportation.	Average annual cost per mile of railroad mail transportation.	Number of employees of railway mail service.	Annual expenditures for all employees of the railway mail service.
1830	23						
1831	95						
1832	229						
1833	390						
1834	633	78					
1835	1,098						
1836	1,272						
1837	1,497	974	*1,878,296	*\$307,444	\$0.1714		
1838	1,913		*2,413,090	*410,487	.1701		
1839	2,302		*3,896,055	*520,602	.1532		
1840	2,818		*3,889,053	*506,353	.1530		
1841	3,535		*3,946,450	*585,848	.1484		
1842	4,026	3,091	*4,424,262	*432,568	.0977		†\$22,887.00
1843	4,185		*5,092,402	*733,687	.1288		†28,865.00
1844	4,377	3,714	*5,747,355	*531,752	.0925		†29,744.00
1845	4,633		*6,484,592	*843,430	.1306	43	†27,512.00
1846	4,930	4,092	*7,781,828	*870,570	.1118		†42,406.00
1847	5,598	4,402	4,170,403	597,475	.1432	186	†48,153.00
1848	5,996	4,735	4,327,400	684,192	.1349		†54,061.00
1849	7,305	5,497	4,861,177	535,740	.1307		†61,512.00
1850	9,021	6,886	6,524,593	818,227	.1254		†107,042.00
1851	10,962	8,225	8,364,503	985,019	.1177	148	†145,897.00
1852	12,908	10,146	11,062,768	1,275,520	.1150	185	†198,968.00
1853	15,380	12,415	12,986,705	1,801,829	.1233	235	†176,722.00
1854	16,720	14,440	15,436,389	1,758,610	.1139	257	†197,080.00
1855	18,374	18,333	19,202,469	2,073,089	.1079	318	†254,496.00
1856	22,016	20,323	21,800,296	2,810,399	.1059	394	†287,187.00
1857	24,503	22,530	24,267,944	2,559,847	.1054	451	†336,388.00
1858	26,968	24,431	25,763,452	2,936,301	.1097	491	†392,739.00
1859	28,789	26,010	27,268,384	3,248,974	.1190	548	†439,175.00
1860	30,365	27,129	27,653,749	3,849,662	.1211	582	†405,819.00
1861	31,286	22,018	23,116,823	2,543,709	.1100	427	†314,179.00
1862	33,170	21,338	22,777,219	2,498,115	.1096	474	†296,823.00
1863	38,908	22,152	22,871,558	2,538,517	.1109	525	†254,524.00
1864	35,085	22,616	23,301,942	2,567,044	.1101	572	†352,701.00
1865	36,801	23,401	24,087,568	2,707,421	.1123	612	†424,071.00
1866	39,250	32,092	30,608,467	3,891,592	.1108	703	†542,401.00
1867	42,229	34,015	32,437,900	3,812,600	.1175	827	†729,680.00
1868	42,229	36,018	34,886,178	4,177,126	.1197	985	†839,975.00
1869	46,844	39,537	41,399,284	4,723,680	.1141	1,129	†973,560.00
1870	52,914	43,727	47,551,970	5,128,901	.1078	1,106	†1,109,140.00
1871	60,283	49,834	55,557,048	5,724,979	.1030	1,382	†1,441,020.00
1872	66,171	57,911	62,491,749	6,502,771	.1040	1,617	†1,709,546.00
1873	70,278	63,457	65,621,445	7,257,196	.1105	1,895	†1,958,576.00
1874	72,383	67,734	72,400,545	8,589,663	.1185	2,175	†2,186,330.00
1875	74,096	70,083	75,154,910	9,216,518	.1226	2,242	†2,410,490.00
1876	76,808	72,348	77,741,172	9,543,134	.1227	2,415	†2,504,140.00
1877	79,089	74,546	85,358,710	8,053,936	.1060	2,500	†2,484,846.00
1878	81,776	77,120	92,120,395	9,566,595	.1038	2,608	†2,579,013.00
1879	86,497	79,901	93,092,992	9,792,589	.1051	2,609	†2,624,890.00
1880	93,671	85,320	96,497,483	10,648,966	.1103	2,946	†2,850,980.00
1881	104,813	91,569	103,521,229	11,063,117	.1155	3,177	†3,008,801.00
1882	113,329	100,563	113,995,318	13,127,715	.1151	3,570	†3,486,779.00
1883	120,552	110,208	120,196,641	13,887,800	.1075	3,855	†3,688,032.00
1884	125,150	117,160	142,541,392	15,012,603	.1153	3,963	†3,972,071.00
1885	128,067	121,032	151,912,140	16,827,983	.1095	4,587	†4,346,209.51
1886	137,966	123,933	165,699,359	15,495,191	.1045	4,573	†4,156,826.54
1887	149,913	130,949	169,699,805	16,174,091	.1064	4,851	†4,694,561.75
1888	156,082	143,713	185,485,783	17,529,599	.1052	5,094	†4,981,365.93
1889	161,397	150,381	204,192,489	19,441,096	.0962	5,448	†5,250,838.45
1890	166,703	154,779	215,715,690	20,869,231	.0967	5,836	†5,818,655.00
1891	170,601	159,518	228,719,900	22,398,868	.0979	6,032	†6,069,074.00
1892	(5)	162,576.04	239,731,509.17	24,196,329.71	.1009	6,417	†6,319,145.66

* Including steamboat service; no separate report.

† Including mail-messenger service.

‡ Service suspended in Southern States.

This column is taken from Poor's Manual, and is made up at the end of the calendar year. The other columns represent the state of the service at the close of each fiscal year.

The figures in columns in reference to transportation are taken from the reports of the Second Assistant Postmaster-General.

RAILWAY MAIL SERVICE—MAIL DISTRIBUTED, ERRORS MADE. 779

TABLE E.—Statement of mail distributed en route on the cars by railway postal clerks during the fiscal year ended June 30, 1892 (exclusive of mail separated for city delivery).

Division.	Number of letter packages distributed.	Whole number of letters distributed.	Number of sacks of second, third, and fourth class matter distributed.	Whole number of pieces of second, third, and fourth class matter distributed.	Whole number of letters and pieces of other matter distributed.	Number of packages and cases of registered matter distributed.	Number of through registered pouches and cases handled.	Number of inner registered sacks handled.
First	10, 158, 840	408, 353, 600	1, 755, 103	283, 285, 450	669, 619, 050	1, 324, 309	51, 821	42, 684
Second	14, 825, 554	593, 022, 160	2, 659, 035	398, 855, 250	991, 877, 410	2, 771, 243	129, 276	34, 760
Third	6, 282, 198	251, 287, 920	1, 240, 203	186, 030, 450	437, 318, 370	1, 123, 260	72, 603	34, 080
Fourth	9, 673, 994	386, 969, 760	2, 371, 573	355, 735, 950	742, 695, 710	1, 580, 505	77, 327	42, 488
Fifth	21, 924, 302	876, 972, 080	5, 065, 833	759, 874, 950	1, 636, 847, 030	2, 187, 799	163, 074	32, 790
Sixth	17, 831, 813	713, 272, 520	4, 184, 783	627, 717, 450	1, 340, 989, 970	1, 848, 207	98, 625	41, 161
Seventh	13, 173, 679	526, 947, 160	2, 945, 449	441, 817, 350	968, 764, 510	1, 307, 899	57, 314	60, 046
Eighth	4, 594, 432	183, 777, 280	960, 683	144, 102, 450	327, 679, 730	864, 521	50, 358	27, 480
Ninth	12, 063, 313	482, 532, 520	2, 602, 501	390, 375, 150	872, 907, 670	1, 008, 490	120, 968	20, 572
Tenth	10, 821, 761	432, 870, 440	2, 240, 248	336, 037, 200	768, 907, 640	1, 686, 414	57, 773	25, 630
Eleventh	6, 546, 080	261, 843, 200	1, 387, 772	208, 165, 800	470, 009, 000	1, 176, 513	20, 995	37, 751
Total	127, 895, 966	5, 115, 838, 640	27, 413, 183	4, 111, 977, 450	9, 227, 816, 090	16, 879, 160	900, 134	399, 391

Increase in number of pieces of all classes of mail handled, 1892 over 1891, 7.97 per cent.

TABLE F.—Statement of errors made in distribution, etc., by postal clerks during the fiscal year ended June 30, 1892.

Division.	Incorrect slips returned..	Errors on incorrect slips.	Missent.				Misdirected.			Errors charged against postal clerks.	Errors charged against post-masters.	
			Letter packages.	Pouches.	Sacks.	Registered packages.	Registered pouches and inner registered sacks.	Letter packages.	Pouches.			Sacks.
First	19, 871	31, 912	2, 422	547	188	51	6	136	73	23	16, 759	31, 443
Second	45, 454	82, 545	1, 897	1, 506	375	102	7	195	61	64	72, 452	83, 564
Third	45, 075	80, 062	1, 086	300	180	108	9	190	31	57	88, 377	67, 458
Fourth	77, 892	137, 951	1, 161	150	123	55	18	97	32	21	235, 438	101, 639
Fifth	158, 752	324, 657	2, 473	396	279	127	57	766	80	291	295, 301	188, 571
Sixth	162, 879	338, 457	3, 974	422	315	48	2	541	119	447	432, 381	139, 482
Seventh	91, 702	149, 878	1, 456	663	457	102	24	201	39	147	247, 246	101, 498
Eighth	20, 191	34, 033	521	60	74	74	2	119	8	21	56, 730	37, 637
Ninth	102, 993	232, 958	1, 614	952	227	31	11	246	34	219	66, 795	66, 872
Tenth	77, 993	145, 359	1, 268	192	76	37	2	208	27	108	262, 266	119, 822
Eleventh	61, 819	105, 645	1, 182	200	187	79	13	342	48	129	170, 998	38, 585
Total	964, 321	1, 658, 457	19, 054	5, 388	2, 481	740	151	3, 039	552	1, 527	1, 934, 743	976, 571

Number of pieces of mail distributed during the fiscal year ended June 30, 1892..... 9, 245, 994, 775
 Number of errors made in the distribution of the same 1, 691, 389
 Number of pieces correctly handled to each error..... 6, 466

TABLE G5.—Statement of errors in the distribution and forwarding of mails by post-offices during the fiscal year ended June 30, 1892.

Post-office.	Class	Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.				Misdirected.				Errors checked.					
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Aberdeen, Miss.	3	4	4	4			3											
Aberdeen, S. Dak.	2	10	156	207	1				1	1								
Aberdeen, Wash.	3	8	6	6														
Abilene, Kans.	2	7	54	109											128	11		
Abingdon, Va.	3	3	41	87		1				1								
Ada, Ohio.	3	5	11	39														
Adrian, Mich.	2	9	182	314											1,127	100		
Aiken, S. C.	3	4	95	171	1										201	47		
Akron, Colo.	3	7	12	21	1													
Akron, Ohio.	1	5	355	632	2					13	1			2	265	304		
Alameda, Cal.	2	8	258	373	1					4	1				442	130		
Alamosa, Colo.	3	7																
Albany, Ga.	3	4	75	126	3	3									46	6		
Albany, N. Y.	1	2	1,131	1,892	84	11				1	14	2		3	150	292		
Albany, Mo.	3	7	2	5														
Albany, Oregon	3	8	33	44						1					407	20		
Albina, Oregon.	3	8	2	6														
Albion, Ind.	3	5	34	41						2					257	44		
Albion, Mich.	2	9	27	66	4	1												
Albuquerque, N. Mex.	2	7	235	369		1				1	4				28	6		
Alderson, W. Va.	3	3	6	13														
Alexandria, Va.	2	3	233	351	6					5	3							
Allegheny, Pa.	1	2	514	943	9	1				8	2				43	6	704	
Allentown, Pa.	2	2	56	58											63	6		
Alliance, Ohio	2	5	152	367	10					5				4	46	71		
Alma, Kans.	3	7																
Alpena, Mich.	2	9	40	64						1					135	30		
Alton, Ill.	2	6	103	128	2					1					215	17		
Altos, Pa.	2	2	85	111	4					1					12	63		
Americus, Ga.	3	4	48	134	4			1							46	6		
Amesbury, Mass.	2	1	11	29											2	1		
Amherst, Mass.	2	1	9	14	2					2	2				42	27		
Amsterdam, N. Y.	2	2	225	279	1					4					209	465		
Anaconda, Mont.	2	10	225	577	5	1				3				1	60	7		
Anacortes, Wash.	3	8	1	1														
Anaheim, Cal.	3	8	57	75	1	1												
Anderson, Ind.	2	5	133	205	2	1				4					295	117		
Anderson, S. C.	3	4	88	162	1										184	8		
Andover, Mass.	2	1	135	197	1					2	1				35	34		
Annapolis, Md.	2	3	124	171	2					3	3				104	39		
Ann Arbor, Mich.	2	9	94	206										3	547	152		
Annisston, Ala.	2	4	170	286	2		1	1		2					418	162		
Ansonia, Conn.	2	1	41	71	3										107	45		
Anthony, Kans.	3	7	1	1														
Appleton, Wis.	2	10	131	164		1									96	85		
Appleton City, Mo.	3	7																
Arcata, Cal.	3	8	6	12											412	200		
Argentine, Kans.	3	7	72	137		1									2			
Arkansas City, Kans.	2	7	81	126						1					310	72		
Asbury Park, N. J.	2	2	165	207	1					3				1	122	319		
Ash Grove, Mo.	3	7																
Ashland, Kans.	3	7																
Ashland, Ky.	3	5	40	53	2										2	3		
Ashland, Ohio	2	5	33	54						4				2				
Ashland, Oregon	3	8	3	17											4	29		
Ashland, Va.	3	8	3	10														
Ashland, Wis.	2	10	242	506	12	3	4				3							
Ashtabula, Ohio	2	5	98	145						1					349	113		
Asheville, N. C.	2	3	691	1,140	21		2			10	2				451	262		
Aspen, Colo.	2	7	279	475	2	1				1	1			4	123	120		
Astoria, Oregon.	2	8	96	163	2										109	18		
Atchison, Kans.	2	7	672	1,197	1	2				1	2				735	41		
Athens, Ala.	3	4	14	17														
Athens, Ga.	2	4	201	284	7	2	1				2				315	164		
Athens, Ohio.	3	5	32	39											58	8		
Athens, Tenn.	3	5	109	297	1		1			2					655	222		

TABLE G⁸.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect alips.	Missent.				Misdirected.				Errors checked.		
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Atlanta, Ga.	1	4	10,386	16,717	171	2	13			32	3		18	2,513	246
Atlantic, Iowa	2	6	11	24							1			10	25
Atlantic City, N. J.	2	2	458	643	5					4	1			66	207
Attica, Ind.	2	5		64	3					2				27	3
Attleboro, Mass.	2	1	30	108										61	41
Auburn, Cal.	2	8	4												
Auburn, Me.	2	1	59	113	1	2				1				19	8
Auburn, N. Y.	2	2	361	558	1					3	1			32	267
Augusta, Ga.	1	4	1,079	1,782	24		1			11	2		1	271	305
Augusta, Ky.	3	5	16	28										149	74
Augusta, Kans.	3	7													
Augusta, Mo.	2	1	881	2,171	1	1				5			41	401	47
Aurora, Ind.	3	5	15	22	3					2	1		1	54	179
Aurora, Ill.	2	6	336	529	3					1				1,288	830
Aurora, Mo.	2	6													
Austin, Ill.	2	6	5	5		2								19	12
Austin, Tex.	2	11	2,147	3,364	6					11			1	8	837
Baker City, Oregon	2	8	12	14						2					
Bakersfield, Cal.	3	8	53	132	2										
Baldwin, Kans.	3	7	1	1											
Baltimore, Md.	1	3	3,250	4,237	25	1	3			1	17		3	3,387	15,800
Bangor, Me.	1	1	95	141	2					1				43	8
Bardonia, Ky.	3	5	45	110						1				192	313
Barre, Vt.	2	1	18	22										119	23
Barnesville, Ohio	3	5	35	38											
Bartow, Fla.	3	4	9	10											
Bath, N. Y.	2	2	79	133	1	1				1				39	48
Basie City, Va.	3	3												2	
Bath, Me.	2	1	237	374	11									394	281
Batavia, Ill.	2	6	61	139	4									69	58
Batavia, N. Y.	2	2	84	148	1								1	42	86
Baton Rouge, La.	2	4	228	393	2					1			1		
Battle Creek, Mich.	2	9	133	317		1				2			1		
Baxter Springs, Kans.	3	7													
Bay City, Mich.	2	9	96	156		1							1	96	63
Bayonne, N. J.	2	2	60	97			1			1	1			103	93
Beaver Falls, Pa.	2	2	47	107		3	1			1	1			27	21
Beatrice, Nebr.	2	6	43	66	1					1			1	114	272
Beanfort, S. C.	3	4	39	80											
Bedford, Ind.	3	5	34	42		1									
Bedford City, Va.	3	3	488	833	5					8			1	263	178
Bel Air, Md.	3	3	70	115										9	24
Belfast, Me.	2	1	2	2										7	10
Bellaire, Ohio.	2	5	109	215	2		4			2	1			75	64
Bellefontaine, Ohio	2	5	27	29						1				72	35
Bellefonte, Pa.	2	2	31	47						1	1			11	10
Belleville, Ill.	2	6	94	177	1	3					3				
Belleville, Kans.	3	7	52	108	5	1				1				209	1
Bellows Falls, Vt.	2	1	2	2											
Beloit, Wis.	2	10	52	65										14	52
Belton, Tex.	3	11	152	239	1										
Bellvue, Ohio.	3	5	21	43											
Bennettsville, S. C.	3	4	2	7											
Bennicia, Cal.	3	8	5	5											
Bennington, Vt.	2	1	63	77	2										
Benton Harbor, Mich.	3	9	8	18										62	52
Berkeley, Cal.	3	8	26	32	2					1				2	
Berkley, Va.	3	3	3	4										14	5
Berryville, Va.	3	3	74	121						1					
Bethany, Mo.	3	7	3	4										1	2
Bethlehem, Pa.	2	2	100	185	9					3	9			52	26
Beverly, Mass.	2	1	47	64	1									18	41
Biddeford, Me.	2	1	17	17										197	231
Big Rapids, Mich.	2	9	12	34						1				1	
Big Stone Gap, Va.	3	3	17	32	1					2	1			150	34
Binghamton, N. Y.	1	2	463	791	7					9				30	20
Birmingham, Ala.	1	4	2,816	4,786	24					3	2		5	2,340	946

TABLE G^s.—Statement of errors in the distribution and forwarding of mails, etc.—Con'td.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect slips.	Miscent.				Misdirected.				Errors checked.					
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Cameron, Mo.	3	7	5	5	1													
Canandaigua, N. Y.	2	2	157	236	1					1						7	75	
Canal Dover, Ohio	3	3	3	6												16	25	
Canton, Ill.	2	6	50	107	6						2					92	1	
Canton, Mo.	3	7	10	7	1						2							
Canton, Miss.	3	4	11	36														
Canon City, Colo.	3	7	621	975	4					5	1							
Carbondale, Pa.	2	2	84	159		4					2					53	88	
Carey, Ohio	3	5	2	6													5	
Carlisle, Ky.	3	5	18	23												90	50	
Carlisle, Pa.	2	2	161	288	1	3				3	1		2			84	77	
Carrollton, Ky.	3	5	12	47	3					2	3					307	47	
Carrollton, Mo.	3	7	86	154														
Carson City, Nev.	3	8	12	13						1								
Cartersville, Ga.	3	4	36	90	1											1	51	
Cartersville, Mo.	3	7																
Carthage, Mo.	2	7	99	164						1	1					1,418	420	
Catonsville, Md.	3	3	12	116														
Catakill, N. Y.	2	2	84	129							2	2		1		75	78	
Catlettsburg, Ky.	3	5	33	53		1					1							
Cawker City, Kans.	3	7	3	3												60		
Cedar Falls, Iowa	2	6	245	832	4	2					2					1		
Cedar Rapids, Iowa	1	6	579	1,183	31	2	1				6	1		1		425	265	
Central City, Col.	3	7	7	11	1											180	46	
Centralia, Mo.	3	7	7	20		1	1											
Centralia, Wash.	3	8	49	95						1						141	109	
Chagrin Falls, Ohio	3	5	14	17						1						121	30	
Champaign, Ill.	2	6	175	379	9					1	1					311	53	
Chambersburg, Pa.	2	2	244	419	6	2										130	89	
Chanute, Kans.	3	7																
Chapel Hill, N. C.	3	3	11	23												2	1	
Charleston, Mo.	3	7	62	101		1								1		82	1	
Charleston, S. C.	1	4	1,148	1,633	10	2	4				5					798	1,224	
Charlestown, W. Va.	3	3	119	185							2					60	207	
Charlotte, N. C.	2	3	540	811	4	8	16	3	2	3	4	2		1		271	193	
Charlotte, Mich.	2	9	61	110												2		
Charlottesville, Va.	2	3	273	399	7	3					2	1				338	215	
Chatham, Va.	3	3	1	2														
Cheboygan, Mich.	3	6	20	32													11	
Chattanooga, Tenn.	1	5	3,764	7,073	30	2	1				18	1		4		1,621	1,738	
Chehalis, Wash.	3	8	17	62												32		
Cherokee, Kans.	3	7	5	21														
Cherry Vale, Kans.	3	7																
Chester, Pa.	2	2	31	40	1						2	2				32	21	
Chester, S. C.	3	4	61	133	3						1							
Cheney, Wash.	3	8	35	49												19	3	
Chetopa, Kans.	3	7	5	7														
Cheyenne, Wyo.	2	6	291	445	5													
Chicago, Ill.	1	646	238	72,008	487	1					6	188	7		110	123	44	
Chico, Cal.	3	8	17	28		1						1				4,492	603	
Chillicothe, Ohio	2	5	201	256	1						2	1				75	53	
Chillicothe, Mo.	2	7	382	724	10											228	135	
Chippewa Falls, Wis.	2	10	38	72	2						3				1	108	1	
Christiansburg, Va.	3	3	23	40		1										20	14	
Cincinnati, Ohio	1	5	6,666	9,933	66	1	22				1	127	4		36	1,517	902	
Circleville, Ohio	2	5	73	98							1	1			1		1	
Clarksville, Mo.	3	7	19	50			2					1	1					
Clarksville, Tenn.	2	5	153	277							2					1,164	345	
Clay Center, Kans.	2	7	111	159	9		3				1	2				69	38	
Cleveland, Ohio	1	5	2,827	4,383	31	1					1	42	3		13	776	582	
Cleveland, Tenn.	3	5	52	61													9	
Clifton, Kans.	3	7																
Clifton Forge, Va.	3	3	47	90		2												
Clinton, Iowa	2	6	190	338	8						1					480	137	
Clinton, Mo.	2	7	47	150			1											
Clinton, Mass.	2	1	8	14														
Cloverdale, Cal.	3	8	2	2														

TABLE G².—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.				Misdirected.				Errors checked.			
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Clyde, Kans.	3	7	66	119	1	1				1	1					
Clyde, N. Y.	2	2	18	24											22	11
Clyde, Ohio	3	5	21	40	4						1					
Clarksburg, W. Va.	3	3	109	136	3					3					206	227
Coffeyville, Kans.	3	7	28	55	2						2					
Coboes, N. Y.	2	2	32	102						1					8	61
Coldwater, Mich.	2	9	125	262						4					173	41
Colorado Springs, Colo.	2	7	780	1,304	11	3				3	2				667	296
Colby, Kans.	3	7	15	31	1	1				1	1					
Colfax, Wash.	3	8	32	43						1					259	2
Columbia, Pa.	2	2	51	78	1					6					21	2
Columbia, Mo.	2	7	45	80	1						1				1	
Columbia, S. C.	2	4	902	1,405	16	1				8					867	16
Columbia, Tenn.	2	5	172	240						5	1				182	6
Columbia City, Ind.	3	5	3	9											18	
Columbiana, Ohio.	3	5	7	37											29	2
Columbus, Ga.	2	4	665	1,000	2					2	1	2			79	6
Columbus, Ind.	2	5	53	76											100	2
Columbus, Kans.	3	7	26	48		1					1				38	1
Columbus, Miss.	3	4	252	481							4				262	31
Columbus, Ohio.	1	5	2,143	3,699	45	2				1	34	6			988	1,213
Colton, Cal.	3	8	40	64	5	1				3					32	3
Colusa, Cal.	3	8	25	100	2	1										
Concord, N. H.	2	1	10	22	1	1									5	
Concord, N. C.	3	3	25	36								1			19	2
Concordia, Kans.	3	7	5	8		1										
Connerville, Ind.	2	5	104	168						8					111	8
Corinth, Miss.	3	4	11	14												
Corning, N. Y.	2	2	40	53						2					6	7
Corry, Pa.	2	2	54	111	1					1	1				17	
Corralcana, Tex.	2	11	59	78	4						1				84	
Corvallis, Ore.	3	8	2	3						1						
Cortland, N. Y.	2	2	157	235						1	1				153	43
Cottonwood Falls, Kans.	3	7	16	81											12	
Coronada, Cal.	3	8	18	19											58	
Council Bluffs, Iowa.	1	6	744	1,703	17					5					998	67
Council Grove, Kans.	3	7														
Covington, Ky.	2	5	310	400	6					11	2				260	32
Covington, Va.	3	3	2	2												
Covington, Ohio.	3	5	7	16											240	
Crawfordsville, Ind.	2	5	206	269	6					1					349	15
Crestline, Ohio.	3	5	7	10											5	
Creston, Iowa.	2	6	60	86	4										35	13
Crookston, Minn.	2	10	39	53						1					11	
Cuthbert, Ga.	3	4	8	12	1										10	
Cynthiana, Ky.	3	5	25	39						1					15	
Crown Point, Ind.	3	5	15	17											9	2
Culpeper, Va.	3	3	7	11											97	19
Cumberland, Md.	2	3	97	175	7					3	1				6	
Dallas, Tex.	1	11	1,570	2,082	4	1	3	2		3	6	2			1,631	26
Dalton, Ga.	3	4	74	150							1				87	
Danbury, Conn.	2	1	23	24	6										1	
Dansville, N. Y.	2	2	9								1				30	23
Danville, Ind.	3	5	209	537	1										262	6
Danville, Ky.	3	5	97	128	1					6					252	19
Danville, Ill.	2	6	148	444	7					2					41	19
Danville, Pa.	2	2	42	63											27	3
Danville, Va.	2	3	168	263	7	1				6	1				209	12
Darlington, S. C.	3	4	63	106	1								1			
Davenport, Iowa.	1	6	1,096	2,200	2					5					135	145
Dawson, Ga.	3	4	2	2												
Dayton, Ohio.	1	5	799	1,936	28		3			1	38	1			647	688
Dayton, Tenn.	3	5	86	115						2					128	20
Dayton, Wash.	3	8	27	29												
Daytona, Fla.	3	4	3	3												
Deadwood, S. Dak.	2	10	9	35												
Decatur, Ala.	3	4	32	74												

TABLE G^s.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Missent.						Misdirected.					Errors checked.			
				Errors on incorrect slips.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Decatur, Ill.	2	6	278	331	5											404	474	
Decatur, Ind.	3	5	11	15												161	69	
Decorah, Iowa	2	6	263	528	6										1	34	4	
Defiance, Ohio	2	5	43	66												8	5	
De Land, Fla.	3	4	9	20														
Delaware, Ohio	2	5	17	25														
Del Norte, Colo.	3	7	5	11											1		21	
Delphi, Ind.	3	5	17	25												81	39	
Delphos, Ohio	3	5	15	22		1										25	2	
Delta, Colo.	3	7	3	2			3											
Deming, N. Mex.	3	7	24	26	2		4											
Denison, Tex.	2	11	145	223							1							
Denver, Colo.	1		6,156	7,953	130	11	4			8	43	2			4	4	1,581	1,599
Des Moines, Iowa	1	6	2,141	4,399	39	2				3	9	3	1				479	56
De Soto, Mo.	3	7	3	3														
Detroit, Mich.	1	9	2,956	5,241	17		1				21	1			6	127	67	
Dixon, Cal.	3	8	10	18														
Dixon, Ill.	2	6	74	152	2	2					3	1				108		
Dodge City, Kans.	3	7	11	14														
Dover, N. H.	2	1	6	8														
Downs, Kans.	3	7									1					9	66	
Dresden, Ohio	4	5	4	7														
Dubuque, Iowa	1	6	1,008	1,560	31	1	1				5	6			1	53	24	
Dunkirk, N. Y.	2	2	68	103							2					463	244	
Durham, N. C.	2	3	179	256	1				1							18	21	
Duluth, Minn.	1	10	857	1,463	13	4	1				9	1				280	58	
Durango, Colo.	3	7	13	15												479	10	
Dyersburg, Tenn.	3	5	7	22			4											
Easton, Pa.	2	2	96	126	2	11	1				1	3	2			23	1	
East Las Vegas, N. Mex.	3	7	75	175												18	36	
East Liverpool, Ohio	2	5	97	156							5					8	5	
East Portland, Oregon	2	8	49	69													18	
East Radford, Va.	3	3	54	81			1				2					63	31	
East St. Louis, Ill.	2	6	113	321	7						2					85		
Eaton, Ohio	3	5	12	14	1													
Eaton Rapids, Mich.	3	9	27	29												27	127	
Eau Claire, Wis.	2	10	124	194							2					23	14	
Eddy, N. Mex.	3	7																
Edenton, N. C.	3	3	70	87							1		1			30	66	
Edgewood, S. C.	4	4	65	148	2						1					10	2	
Edina, Mo.	3	7														25	8	
El Dorado, Kans.	3	7	46	73							1					71	36	
El Dorado Springs, Mo.	3	7																
Elgin, Ill.	2	6	2,201	4,348	6					1	11	1			1	256	285	
Elizabeth, N. J.	1	2	201	289	3	1					1					122	257	
Elizabeth City, N. C.	3	3	18	24												46	27	
Ellicott City, Md.	3	3	26	29							3					19	47	
Elkhart, Ind.	2	6	251	451							11							
Elkton, Ky.	4	5	174	285	5						1	1				435	147	
Ellensburg, Wash.	3	8	73	90													14	
Ellsworth, Kans.	3	7																
Elmira, N. Y.	1	2	242	380	2	2	14				2	5				29	64	
El Paso, Tex.	2	11	73	90		2										1,236	225	
Elwood, Ind.	3	5	34	87	1						2							
Elyria, Ohio	2	9	35	64							2					39	14	
Emmitsburg, Md.	3	3	23	39							1	1				14	15	
Emporia, Kans.	2	7	71	109		1					1					75	114	
Englewood, Ill.	2	6	1,060	2,719	7						9				1	795	523	
Erie, Kans.	3	7	2	9														
Erie, Pa.	1	2	240	405	6	2					5					211	375	
Escanaba, Mich.	2	10	20	22														
Escondido, Cal.	3	8	48	68	2											66	25	
Eufaula, Ala.	3	4	13	24														
Eugene, Oregon	3	8	6	7												18	1	
Eureka, Cal.	2	8	73	195							10					135	171	
Eureka, Kans.	3	7	18	29												50	13	
Evanston, Ill.	2	6	144	232												91	34	

TABLE G8.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Missent.					Misdirected.					Errors checked.	
				Errors on incorrect slips.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Against railway postal clerks.	Against post-offices.
Evansville, Ind.	1	5	584	830	5				11	1				942	190
Everett, Mass.	2	1												1	
Excelsior Springs, Mo.	3	7	5	5											
Fairhaven, Wash.	12	8	5	5											
Fairmont, W. Va.	3	3	29	37			1								
Fall River, Mass.	1	1	33	58											
Fargo, N. Dak.	2	10	212	303	1	1		1	2					79	146
Faribault, Minn.	2	10	129	197	2			2						48	47
Farmington, Mo.	3	7	3	3											
Farmville, Va.	3	3	29	37			2			1				44	7
Fayette, Mo.	3	7													
Fayetteville, Tenn.	3	5	20	25										32	
Fernandina, Fla.	3	4	219	313	3		1		6	2				1	
Findlay, Ohio.	2	5	95	151					2					1	
Fitchburg, Mass.	2	1	51	106	2				2					28	253
Flagstaff, Ariz.	3	8	2	2											
Flemingsburg, Ky.	3	5	22	31					5					24	25
Flint, Mich.	2	9	102	154	1				1					90	38
Floral Park, N. Y.	2	2	21	32						1				115	25
Florence, Ala.	3	4	280	574	5				1			1		919	104
Florence, Kans.	3	7	3	5			3							7	2
Florence, S. C.	3	4	25	41	2		5							88	17
Flushing, N. Y.	2	2	3	3					1					47	13
Fond du Lac, Wis.	2	10	40	45								1			
Forest Grove, Oregon	3	8	14	21											
Fort Collins, Colo.	3	7	86	210					3	3					
Fort Dodge, Iowa	2	6	181	436	11				9	1				64	9
Fort Leavenworth, Kans.	3	7	47	63					4					87	6
Fort Madison, Iowa	2	6	214	322	16				3			2		128	1
Fort Monroe, Va.	3	3	107	123	2	1								8	4
Fort Plain, N. Y.	2	2	23	32					2					5	45
Fort Scott, Kans.	2	7	89	100	2	5	2		3					178	56
Fort Smith, Ark.	2	11	130	174	2				1					337	7
Fort Wayne, Ind.	1	5	720	1,436	21	1			1	10	1		3	36	40
Fort Worth, Tex.	1	11	940	1,286	12				8	1		2	338	102	109
Fostoria, Ohio.	1	2	5	260	1				2					109	139
Frankfort, Kans.	3	7													
Frankfort, Ky.	2	5	747	1,579		1			14	1		3	88	108	
Frankfort, Ind.	2	5	77	98		2			1			2	149	136	
Franklin, Ky.	3	5	42	78	3							1	7		
Franklin, Tenn.	3	5	26	42											
Franklin, Ind.	3	5	52	100	1									74	8
Franklin, Pa.	2	2	58	70	1				1					340	99
Frederick, Md.	2	3	110	149	3				2	1				47	62
Fredericksburg, Va.	3	3	155	212	3				2					106	3
Fredonia, Kans.	3	7	74	127						2		1			
Fredonia, N. Y.	2	2	45	151					1					71	36
Freeport, Ill.	2	6	155	233	3					1				766	146
Fremont, Nebr.	2	6	218	326		1			6					625	299
Fremont, Ohio.	2	5	69	142	3		1		6					4	8
Fresno, Cal.	2	8	344	523	3		1		5	1					
Front Royal, Va.	3	3	64	72	1							1		7	3
Frostburg, Md.	3	3	16	18										27	20
Fulton, Ky.	3	5	8	32											
Fulton, Mo.	3	7	15	16											
Fulton, N. Y.	2	2	40	60	3				1	3				7	21
Gadsden, Ala.	3	4	104	206	9				1					99	13
Gainesville, Fla.	3	4	30	44											
Gainesville, Ga.	3	4	55	91			1							13	10
Gainesville, Tex.	2	11	339	523								1		109	86
Galena, Ill.	2	6	23	28					1					23	23
Galesburg, Ill.	2	6	358	1,149	14				2					338	260
Galena, Kans.	3	7	22	49		1	1			2					
Gallatin, Mo.	3	7	5	19											
Gallatin, Tenn.	3	5	51	71											1
Galveston, Tex.	1	11	2,634	3,940	12	1			17	1		11	3,487	1,660	
Gardiner, Me.	2	1	4	4											

TABLE G⁵.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect alips returned.	Errors on incorrect alips.	Missent.					Misdirected.					Errors checked.			
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Gardiner, Mass.	2	1	5	3														
Gallion, Ohio.	3	5	36	80											392	53		
Garden City, Kans.	3	7	47	73											91	70		
Garnett, Kans.	3	7	10	12	4													
Geneva, N. Y.	2	2	205	551	2	1	1								321	180		
Geneva, Ohio.	3	9	121	174											336	21		
Georgetown, Colo.	3	7	14	19											31	26		
Georgetown, Ky.	3	5	94	148	2										2	16		
Georgetown, S. C.	3	4	73	114														
Gilroy, Cal.	3	8	13	18											21	23		
Glasgow, Ky.	3	5	106	144	2										1,525	35		
Glasgow, Mo.	3	7	33	105	1	1									1	2		
Glen Falls, N. Y.	2	2	39	46	1	4									109	33		
Glenwood Springs, Colo.	3	7	7	12														
Globe, Ariz.	3	8	6	6	1										11	1		
Gloucester, Mass.	2	1	73	115	2										54	52		
Gloversville, N. Y.	2	2	212	320											221	522		
Golden, Colo.	3	7	39	75														
Goldboro, N. C.	3	3	154	236	15	2	1								171	52		
Goodland, Ind.	3	5	22	28											29			
Goodland, Kans.	3	7	2	2														
Gordonsville, Va.	3	3		3											36	33		
Goshen, Ind.	2	5	43	74	1										325	30		
Grafton, W. Va.	3	3	11	21											1	5		
Grand Island, Nebr.	2	6	40	96											162	170		
Grand Junction, Colo.	3	7	118	345			4											
Grand Rapids, Mich.	1	9	1,162	2,297	21	1												
Grants Pass, Oregon	3	8	2	9														
Grass Valley, Cal.	3	8	7	9														
Great Bend, Kans.	3	7	56	62	4	1												
Great Falls, Mont.	2	10	23	27		1												
Green Bay, Wis.	2	10	195	356														
Greencastle, Ind.	2	5	56	122											4	2		
Greenfield, Mass.	2	1	3	3	1		5								3	23		
Greenfield, Ind.	3	5	74	408														
Greenfield, Ohio	3	5	18	45											1			
Greely, Colo.	2	7	54	76											308	184		
Greenville, Ala.	3	4	5	8											54	4		
Greenville, Mich.	3	9	5	16														
Greenville, Miss.	2	4	122	193	1	1									90	142		
Greenville, N. C.	3	3	1															
Greenville, Ohio	3	5	22	33											202	54		
Greenville, S. C.	2	4	103	133	2										176	60		
Greenville, Tenn.	3	5	25	63											4			
Greenup, Ky.	4	5	26	67											24	7		
Greenwood, Miss.	3	4	14	36	1													
Greensboro, Ala.	3	4	3	4														
Greensboro, N. C.	2	3	138	229														
Greensboro, Ind.	3	5	31	79											186	137		
Greensburg, Pa.	2	2	18	41	2										11			
Grenada, Miss.	3	4	65	92											209	276		
Griffin, Ga.	3	4	144	260	7		1								17	11		
Gunnison, Colo.	3	7	1	1														
Hackensack, N. J.	2	2	14	29	1		1								54	315		
Hagerstown, Md.	2	3	258	381	4										1,688	507		
Halstead, Kans.	3	7																
Hamilton, Mo.	3	7																
Hamilton, Ohio	2	5	241	333	1										2	121		
Hammond, Ind.	3	5	18	39	1										3	12		
Hampton, Va.	2	3	160	207	2										82	42		
Hanford, Cal.	3	8	37	70	3										36	19		
Hannibal, Mo.	2	7	251	612	9	1	2											
Harbor, Ohio	3	5	72	98	2		1								1			
Harper, Kans.	3	7	1	1											1			
Harrison, Ohio	3	5	7	16														
Harrodsburg, Ky.	3	5	24	45											10	18		
Harrisonburg, Va.	3	8	82	105											33	138		
															136	87		

TABLE G4.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.					Misdirected.					Errors checked.		
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Jacksonville, Fla.	1	4	844	1,208	16	1				1	17			8		378	417
Jamestown, N. Y.	2	2	299	459	7						4	1			1	204	762
Jamestown, Ohio	3	5	17	20												134	20
Janesville, Wis.	2	10	62	107	7						1	1				25	
Jefferson, Ohio	3	5	7	6							3						
Jefferson City, Mo.	2	7	46	68	1											91	47
Jeffersonville, Ind.	3	5	79	110	2						1					19	15
Jersey City, N. J.	1	2	2,137	5,290	23	20					31				18	1,167	1,673
Jewell, Kans.	3	7	1	4													
Johnstown, Pa.	2	2	231	324	13		13				5	3			1	359	134
Johnstown, N. Y.	2	2	74	164	13						3					392	272
Joliet, Ill.	2	6	141	295							3				1	81	84
Joplin, Mo.	2	7	188	318	3	6				2						5	
Junction City, Kans.	2	7	30	53	1		3								1		
Kahoka, Mo.	3	7	1	8													
Kalamazoo, Mich.	1	9	315	969	4						4					173	35
Kankakee, Ill.	2	6	43	92												44	73
Kansas City, Kans.	2	7	2,587	4,628	43	2				5	5	1	1			3,229	917
Kansas City, Mo.	1	7	10,077	12,982	111	9	14			5	63	9			24	4,484	497
Kearney, Nebr.	2	6	202	351	2						1					296	78
Keene, N. H.	2	1	21	33							1					2	32
Kendallville, Ind.	3	5	18	26							1						
Kenosha, Wis.	2	10	14	26													
Kent, Ohio	3	5	7	12													
Kentland, Ind.	3	5	26	28												73	6
Kenton, Ohio	2	5	26	38	1						1					2	22
Keokuk, Iowa	2	6	246	370	3										1	124	70
Keyser, W. Va.	2	3	30	38													
Key West, Fla.	2	4	70	97												470	111
Kingman, Kans.	3	7	3	5													
Kingston, N. Y.	2	2	24	37		1					2	2				2	28
Kingsley, Kans.	3	7	3	5													
Kirksville, Mo.	3	7	16	48							1						
Kirkwood, Mo.	3	7	9	8		1											
Knightstown, Ind.	3	5	18	26	1											13	1
Knoxville, Tenn.	1	5	2,030	3,366	36					2	15	2			4	748	194
Kokomo, Ind.	2	5	135	270							2	2			1	14	15
Laconia, N. H.	2	1															
La Crosse, Wis.	2	10	347	606	8	1					1	2			1	493	435
La Cygne, Kans.	3	7															
Lafayette, Ind.	2	5	679	1,165	16	2		1		3	8	1			2	436	237
La Grande, Oregon	3	8	9	13													
La Grange, Ga.	3	4	3	9													
Lake City, Fla.	3	4	15	63													
Lakewood, N. J.	2	2	34	40							2					205	198
La Junta, Colo.	3	7	6	10													
La Plata, Mo.	3	7															
La Porte, Ind.	2	5	58	87	2		5				1						
Laramie, Wyo.	2	6	68	97							4				1	282	177
Larned, Kans.	3	7	35	41							1						
Lamar, Colo.	3	7	1	4													
Lamar, Mo.	3	7	31	52		1		1								19	21
Lansing, Mich.	2	9	318	529	7						3	1			1	17	1
Lancaster, Ohio	2	5	102	153							4					14	57
Lancaster, Pa.	1	2	224	290	8						5	3			3	191	590
Lancaster, Ky.	3	5	12	16							1					8	35
Laredo, Tex.	2	11	14	18													
La Salle, Ill.	2	6	29	54							1					7	
Las Animas, Colo.	3	7	6	5			1										
Las Vegas, N. Mex.	3	7	46	89		2										12	
Laurens, S. C.	3	4	11	21													
Lawrence, Kans.	2	7	405	561							2					820	283
Lawrence, Mass.	2	1	139	184	6											44	343
Lawrenceburg, Ind.	3	5	125	233	5						1	2				10	2
Lawrenceburg, Ky.	3	5	89	108	2		1				1	4				68	138
Leadville, Colo.	2	7	239	302		1					1					1,527	702
Leavenworth, Kans.	2	7	466	700	4	4		1			2				2	337	128

TABLE G⁵.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect alips returned.	Errors on incorrect alips.	Missent.					Misdirected.					Errors checked.	
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Against railway postal clerks.	Against post-offices.
Lebanon, Mo.	3	7	2	2												
Lebanon, Tenn.	3	5	33	41						2					301	43
Lebanon, Ind.	3	5	53	88		2				1					35	17
Lebanon, Ky.	3	5	41	110											18	56
Lebanon, Ohio.	2	5	234	480											528	114
Lebanon, Pa.	2	2	285	501	4					5					172	73
Leesburg, S. C.	3	3	15	24												
Leesburg, Va.	3	3	113	143												
Leipsic, Ohio.	3	5	1	1											4	
Le Mars, Iowa.	2	5	166	348	1	1				6					125	164
Leominster, Mass.	2	1	3	11											10	8
Lee Summit, Mo.	3	7	10	13												
Leetonia, Ohio.	3	5	3	3											1	22
Le Roy, N. Y.	2	2	20	33											1	72
Lewisburg, W. Va.	3	3	31	47	1										1	33
Lewiston, Idaho.	3	8	15	25												24
Lewiston, Me.	2	1	33	37	3										1, 285	24
Lexington, Ky.	1	5	485	739	22	10	5			1	7	3			5	9
Lexington, Va.	3	3	204	266	1					2	1					269
Lexington, Mo.	3	7	23	57	2	1					1					33
Lexington, N. C.	3	3	14	15	1											
Liberty, Mo.	3	7	188	348	3	1										198
Liberty, Ind.	3	5	4	4												27
Lincoln, Ill.	2	6	28	39												
Lindsborg, Kans.	3	7	1	1											4	6
Lima, Ohio.	2	5	32	45											20	4
Little Falls, N. Y.	2	2	164	216	3	1				2					51	18
Little Rock, Ark.	1	11	792	1, 249	13	5	7			5	8				715	198
Livermore, Cal.	3	8	4	6											920	222
Lock Haven, Pa.	2	2	98	121			1									
Lockport, N. Y.	2	2	165	274	4	1				2	4				237	173
Logan, Ohio.	3	5	2	2											37	116
Logan, Utah.	4	8	12													
Logansport, Ind.	2	5	104	164	7		1			1						
Logosotee, Ind.	4	5	14	22											418	36
Lompoc, Cal.	3	8	2	22											2	17
Lonsaoning, Md.	3	3	1	1												
London, Ohio.	3	5	40	71												
Long Branch, N. J.	2	2	11	12											89	110
Long Island City, N. Y.	2	2	142	176						1					36	48
Longmont, Colo.	3	7	29	104											129	40
Lorain, Ohio.	3	5	14	16											326	155
Los Angeles, Cal.	1	8	2, 511	3, 493	40	9				14	12	1			61	8
Los Gatos, Cal.	3	8	22	37											5, 259	4, 630
Louisiana, Mo.	2	7	302	563	7											
Louisville, Ky.	1	5	8, 591	13, 648	201	2	4			13	94	6			104	52
Loveland, Colo.	3	7	11	11	1	1									49	13, 224
Lowell, Mich.	3	9	102	281						2					382	243
Lowell, Mass.	1	1	473	1, 094	39					1	11	2			254	194
Luray, Va.	3	3	57	82	3										24	
Lynchburg, Va.	2	3	272	351	2	1	2			9	1				77	835
Lyndon, Kans.	3	7	33	75	2										204	117
Lynn, Mass.	1	1	201	366	3	1				3					26	47
Lyons, N. Y.	2	2	12	16											5	22
Lyons, Kans.	3	7	2	3												
McKeesport, Pa.	2	2	44	63	2		4			1					52	9
McMinnville, Tenn.	3	5	22	26						1					35	12
McMinnville, Oregon	3	8	3	3											93	18
McPherson, Kans.	2	7	16	47											53	
Macon, Ga.	1	4	555	836	25	4	1			1	2			2	79	6
Macon, Miss.	3	4	2	4											185	334
Madeira, Cal.	3	8	12	19												
Madison, Ga.	3	4					1									
Madison, Ind.	2	5	86	117	4		1			2	1				19	15
Madison, Wis.	2	10	993	1, 934	3					4						
Macon City, Mo.	3	7	42	87	2											
Mail room, Post-Office Department			113	163						1					1	

TABLE G².—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect alips returned.	Errors on incorrect alips.	Mis sent.					Mis directed.					Errors checked.		
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Malden, Mass.	2	1	17	27	5					2					98	148	
Malone, N. Y.	2	2	33	59											23	32	
Manchester, Va.	3	3	81	156		1				1					1	20	
Manchester, N. H.	1	1	244	677	10		4			6	1				109	548	
Manchester, Ohio	3	5	24	29	2					1					613	210	
Manhattan, Kans.	3	7	229	402	5	1	1			3					341	90	
Mansfield, Ohio	2	5	130	220	7					4							
Manitowac, Wis.	10	62	95												45	63	
Manistee, Mich.	2	9	21	52											21	43	
Manitou Springs, Colo.	2	7	102	230						1							
Mannington, W. Va.	3	3	1	1													
Mankato, Kans.	3	3	2	8													
Mankato, Minn.	2	10	26	68	1	2				1	1				8		
Marshfield, Oregon	3	8	42	115											744	553	
Marceline, Mo.	3	7	23	74													
Marietta, Ga.	3	4	30	46			1			1					159	159	
Marietta, Ohio	2	5	35	43						2					13	62	
Marinette, Wis.	2	10	11	21						1							
Marion, Kans.	3	7	92	198	1					1							
Marion, Ind.	2	5	57	78											46	22	
Marion, Va.	3	3	15	31							1				108	62	
Marion, Ohio	2	5	24	30	1					1					6	4	
Marion, S. C.	3	4	63	70	5	1				2					57	38	
Marlboro, Mass.	2	1	11	13	1					1					4	44	
Marshall, Tex.	2	11	138	172	1		6		1	1	3				289	56	
Marshall, Mo.	3	7	65	103			1										
Marshall, Mich.	3	9	50	57											1	12	
Marshalltown, Iowa	2	6	149	247	10	4				3					218	62	
Marquette, Mich.	2	10	56	67	2												
Marysville, Mo.	3	7	59	118	1	1	1										
Marysville, Kans.	3	7	4														
Marysville, Cal.	2	8	40	55	1					1					430	47	
Martinsburg, W. Va.	3	3	67	83	1					2					119	74	
Martinez, Cal.	3	8	38	50			1			1							
Martins Ferry, Ohio.	3	5	6	8													
Martinsville, Va.	3	3	8	14						1							
Martinsville, Ind.	3	5	6	6											82	26	
Mason City, Iowa.	2	6	52	152	1					1					98	58	
Massillon, Ohio	2	5	91	125	1										4	11	
Mattoon, Ill.	2	6	78	167	11	2				1					45	4	
Mayfield, Ky.	3	5	7	7												18	
Maysville, Ky.	2	5	71	95						2					155	233	
Meadville, Pa.	2	2	68	203						2		1			361	290	
Medford, Mass.	2	1	12	21	1										43	22	
Medina, Ohio.	3	5	42	82						1					542	142	
Medicine Lodge, Kans.	3	7	2	11									1				
Melrose, Mass.	2	1	6	6											12	23	
Memphis, Mo.	3	7	12	88									1				
Memphis, Tenn.	1	5	1,477	2,323	3	4				21	1			2	245	587	
Menominee, Mich.	2	10	21	38													
Merced, Cal.	3	8	154	295						2					121	79	
Merkiden, Conn.	1	1	149	279	4						1				257	174	
Merrill, Wis.	2	10	18	27													
Mexico, Mo.	2	7	56	67	2		1			1	1						
Middlesboro, Ky.	3	5	24	47						1					6	48	
Middleboro, Mass.	2	1	3	4											7	14	
Middleport, Ohio	3	5	15	24													
Middletown, Conn.	2	1	76	109						4	2				17	34	
Middletown, Ohio.	2	5	48	99	1					4					1	1	
Middletown, N. Y.	2	2	82	147		2	1			1	1				85	18	
Midway, Ky.	4	5	34	60						2	2				1	19	
Michigan City, Ind.	2	5	20	30	2					2					32	5	
Millford, Mass.	2	1	12	24						1					119	133	
Milledgeville, Ga.	3	4	6	9													
Milton, Pa.	2	2	15	17	1					1					1	5	
Milwaukee, Wis.	1	10	7,131	11,552	76	1				3	40	6		7	278	609	
Minneapolis, Kans.	3	7	7	12													

TABLE G^c.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.				Misdirected.				Errors checked.					
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Minneapolis, Minn.	1	10	7,797	14,206	181	10				5	50	8			5	1,551	230	
Missoula, Mont.	2	10	230	327							1					13	6	
Mitchell, S. Dak.	2	10	68	109	2						1							
Moberly, Mo.	2	7	42	77	2						1							
Mobile, Ala.	1	4	523	768	1	1					1	2				48	62	
Modesto, Cal.	3	8	121	208	2											47	1	
Moline, Ill.	2	6	26	35												154	228	
Monett, Mo.	3	7	1				1											
Monmouth, Ill.	2	6	162	350	11	2						6			1	98	49	
Monroe, N. C.	3	3	9	13	1													
Monroe, Mich.	3	9	19	21							1							
Mourou City, Mo.	3	7	1	1														
Monterey, Cal.	3	8	3	4						1								
Montgomery, Ala.	2	4	834	1,254							8				7			
Montgomery City, Mo.	3	7	60	103												233	30	
Montrose, Colo.	3	7	14	20														
Mont Clair, N. J.	2	2	23	40	4											371	585	
Montisano, Wash.	3	8	4	8												5		
Monte Vista, Colo.	3	7	115	300		1					1							
Monticello, Ind.	3	5	5	8														
Morgantown, W. Va.	3	3	31	68						1						27	40	
Morgantown, N. C.	3	3	25	41														
Morristown, Tenn.	3	5	45	53														
Morristown, N. J.	2	2	80	112						2	1					297	468	
Morristown, N. Y.	2	2	189	465	2					4				1		207	19	
Moscow, Idaho.	3	8	21	39														
Morrow, Ohio.	4	5	10	10						2							7	
Mount Airy, N. C.	3	3	8	10													3	
Mound City, Kans.	3	7																
Mound City, Mo.	3	7	8	5														
Mount Gilead, Ohio.	3	5	10	12												102	17	
Mountain Grove, Mo.	3	7																
Mount Pleasant, Iowa.	2	6	99	148	7											107	147	
Moundsville, W. Va.	3	3	9	27	1						1							
Mount Sterling, Ky.	3	5	70	82		1				1				1		57	126	
Mount Vernon, Ohio.	2	5	266	507	6					1						296	101	
Mount Vernon, Mo.	3	7	1	1														
Mount Vernon, N. Y.	2	2	91	116	1					1						714	1,144	
Mount Vernon, Ind.	3	5	29	72	1					1						64	3	
Muncie, Ind.	2	5	115	198						3	1			2		7	1	
Murfreesboro, Tenn.	3	5	128	183						6						324	54	
Muscatine, Iowa.	2	6	138	230						1						139	9	
Muskegon, Mich.	2	9	60	117	1											105	12	
Napa, Cal.	2	8	31	60												107	137	
Napoleon, Ohio.	3	5	17	39												6	1	
Nashville, Tenn.	1	5	2,553	3,944	1	2				3	14	1		2	16	288	767	
Nashua, N. H.	2	1	43	77	2					1						9	63	
National Military Home, Ohio.	3	5	23	40						1						362	210	
National Soldiers' Home, Va.	3	3	31	41														
National Stock Yards, Ill.	2	6	281	1,021	7									4		165	27	
Natchez Miss.	2	4	206	390			1											
Natick, Mass.	2	1	3	3								1				71	19	
National City, Cal.	3	8	6	7												81	24	
National Military Home, Kans.	3	7																
Nebraska City, Nebr.	2	6	124	292	6					1						273	231	
Neodoshia, Kans.	3	7	25	35		1								1				
Neosho, Mo.	3	7	50	178						1						131	13	
Nevada, Mo.	2	7	819	561	7	1		1		2						80	10	
Nelsonville, Ohio.	3	5	3	5														
Ness City, Kans.	3	7																
Nevada City, Cal.	3	8	10	33														
New Albany, Ind.	2	5	104	120						1						1	36	
Newark, N. Y.	2	2	102	235	3					1						730	235	
Newark, Ohio.	2	5	203	812	3									1		4	13	

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.					Misdirected.					Errors checked.			
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Newark, N. J.	1	2	1,856	3,204	86	9				2	21	1			2	333	637	
New Bedford, Mass.	1	1	33	58	1						3					13	50	
Newberry, S. C.	3	4	47	88														
New Britain, Conn.	2	1	38	71	1							1					3	
Newburyport, Mass.	2	1	24	44	1						2					1		
Newburg, N. Y.	2	2	128	157												244	861	
New Brighton, N. Y.	2	2	112	142	1						1				1	18	102	
New Brunswick, N. J.	2	2	274	582	1					2	4					49	100	
New Castle, Ind.	3	5	12	14												3	8	
New Castle, Pa.	2	2	70	85											1	100	321	
New Cumberland, Md.	3	3	13	35														
New Haven, Conn.	1	1	550	764	4						6				2	77	250	
New Orleans, La.	1	4	8,393	21,133	19	1	1			1	7	2			2	147	231	
New Philadelphia, Ohio.	3	5	9	11												18	6	
Newport, Ky.	2	5	82	156	6						1						2	
Newport, R. I.	2	1	65	107	1						3					1	9	
Newport News, Va.	3	3	147	183	2		4										1	
New Rochelle, N. Y.	2	2	27	45												97	6	
Newton, Kans.	2	7	21	33							1					69	51	
Newton, N. J.	2	2	76	88	1					2						10	36	
Newton, Mass.	2	1	14	34	2											51	96	
Newtonville, Mass.	2	1	6	20	1											166	176	
New Whatcom. Wash.	3	8	80	103	1											102	72	
New York, N. Y.	1	2	85,239	175,749	684	23	21			36	451	8			127	26,355	7,076	
Niagara Falls, N. Y.	2	2	35	45	1											63	60	
Nicholasville, Ky.	3	5	22	24	5											3	5	
Nickerson, Kans.	3	7	1			1												
Niles, Mich.	3	9	14	32	7													
Norborne, Mo.	3	7																
Norfolk, Va.	1	3	467	642	12	1	3			11	6	1				1011	839	
Norristown, Pa.	2	2	12	19			8				3					16	18	
North Adams, Mass.	2	1	45	84	1											82	38	
North Attleboro, Mass.	2	1	8	16														
Northampton, Mass.	2	1	84	122	5						1					4	18	
North Manchester, Ind.	3	5	6	14							1						14	
North Vernon, Ind.	3	5	9	15	1													
North Yakima, Wash.	3	8	50	78	4						2	2				114	158	
Notre Dame, Ind.	3	5	59	99	1						4				1	141	5	
Northport, N. Y.	2	2	8	8												31	96	
Norwalk, Conn.	2	1	13	22												18	27	
Norwalk, Ohio	2	5	89	323												117	10	
Norwich, Conn.	2	1	16	35												158	72	
Norwich, N. Y.	2	2	34	44												18	58	
Nyack, N. Y.	2	2	6	6	1											6	82	
Oakland, Cal.	1	8	719	1199	8						11	4				700	731	
Oakland, Md.	3	3	147	216	1		1				5					522	95	
Oak Park, Ill.	2	6	33	95	2	2					2					189	152	
Oberlin, Kans.	2	7																
Oberlin, Ohio	2	85	168	108												59	2	
Ocala, Fla.	3	4	75	150											2	56	19	
Oleasa, Mo.	3	7	4	4			1											
Ogden, Utah	2	8	135	199	14						1					65	71	
Oil City, Pa.	2	2	78	124	4		2				1	4				40	11	
Olathe, Kans.	3	7	35	92														
Olean, N. Y.	2	2	53	71								1				42	76	
Olneyville, R. I.	2	1	6	10														
Olympia, Wash.	2	8	9	12														
Omaha, Nebr.	1	6	5,499	11,275	102	5				3	22	2	1		10	2,890	4,368	
Oneida, N. Y.	2	2	86	119							3					31	44	
Oneonta, N. Y.	2	2	46	60												94	70	
Ontario, Cal.	3	8	152	229	2						1					580	111	
Opelika, Ala.	3	4	37	70	2													
Orange, N. J.	2	2	106	138	1	1	4				2	1				10	127	
Orange, Cal.	3	8	86	149	1						1					661	56	
Orangeburg, S. C.	3	4	153	374												186	197	
Oregon City, Oregon	3	8	17	47														
Orlando, Fla.	3	4	83	142							3							

TABLE G^a.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.					Misdirected.					Errors checked.			
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Oroville, Cal.	3	8	20	48	1							1						
Orrville, Ohio	3	5	3	3														
Osage City, Kans.	3	7	48	115	1		2					1				22	12	
Osage Mission, Kans.	3	7	6	5	1													
Ossawatimie, Kans.	3	7	13	31	9	1												
Osborne, Kans.	3	7																
Oacola, Mo.	3	7																
Oakaloosa, Iowa	2	6	85	132	3							1	3			106	12	
Oshkosh, Wis.	2	10	57	86		1										170	72	
Oswego, Kans.	3	7	14	26		1												
Oswego, N. Y.	2	2	202	308	5							7	2			131	279	
Ottawa, Ohio.	3	5	12	43								1					1	
Ottawa, Ill.	2	6	35	49									5			20	4	
Ottawa, Kans.	2	7	46	83		2										174	45	
Ottumwa, Iowa.	2	6	254	473	2		6					2	4			42	13	
Ouray, Colo.	3	7	30	32		1										141	108	
Owego, N. Y.	2	2	44	85								1				1	69	
Owensboro, Ky.	2	5	96	144			3					2		1		38	28	
Owosso, Mich.	2	9	57	111								1			1	21		
Oxford, N. C.	3	3	26	62													2	
Oxford, Ohio.	3	5	69	99		1						3	1			96	30	
Paducah, Ky.	2	5	267	508	8	1						6				3	18	
Painesville, Ohio.	2	5	206	375	2							4	1		2	650	107	
Palatka, Fla.	3	4	259	675	2	2	2	1			2	4	1			106	17	
Palmyra, Mo.	3	7	16	20	1								1					
Palouse, Wash.	3	8	6	6														
Paola, Kans.	3	7	114	255	7		3						1					
Park City, Utah	3	8	95	219												1	248	
Parkersburg, W. Va.	2	3	112	122	1	2						2				1	927	
Parsons, Kans.	2	7	46	63								3				62	73	
Pasadena, Cal.	2	8	78	98	1											840	125	
Paso Robles, Cal.	3	8	4	6														
Paris, Mo.	3	7	2	5														
Paris, Ky.	2	5	102	189	2		1					1	2			211	144	
Paris, Ill.	2	6	19	47		1										91	3	
Paris, Tex.	2	11	286	468		1						4				623	54	
Passaic, N. J.	2	2	196	249		3						5				606	989	
Paterson, N. J.	1	2	300	420	1							6	1			377	887	
Paulding, Ohio.	3	5	31	36	1		1									33	2	
Pawtucket, R. I.	2	1	100	153	1							3	1			8	34	
Peabody, Kans.	3	7	104	253	3		3						3					
Peabody, Mass.	2	1	1	1	1											1		
Pendleton, Oregon	3	8	25	30												125		
Pensacola, Fla.	2	4	297	429	2							3				424	262	
Penn Yan, N. Y.	2	2	98	143	1							1				183	222	
Perth Amboy, N. J.	2	2	51	76								1	5	2		34	47	
Pern, Ind.	2	5	34	44									1				39	
Petaluma, Cal.	3	8	23	30												87	149	
Petersburg, Ind.	3	5	40	59	1							1	1			126	48	
Petersburg, Va.	2	3	90	129	1											14	19	
Petoskey, Mich.	3	9	34	99	2											268	3	
Philadelphia, Pa.	1	2	12,049	19,369	253	6	2	1				2	80	9	3	36	6,102	3,654
Phillipsburg, Pa.	2	2	19	32									1			29	12	
Phillipsburg, Kans.	3	7	5	5														
Phoenix, Arizona	2	8	145	267	2		1					1				1		
Phoenixville, Pa.	2	2	10	12												7	56	
Piedmont, W. Va.	3	3	25	27												6	18	
Pierce City, Mo.	3	7	18	36														
Pierceton, Ind.	4	5	8	26												29	6	
Peekskill, N. Y.	2	2	85	101			3									438	606	
Pekin, Ill.	2	6	88	290	5							2	2			105	102	
Peoria, Ill.	1	6	1,517	2,952	25	1	3					13			1	1,305	818	
Pierre, S. Dak.	2	10	14	15												57	12	
Pine Bluff, Ark.	2	11	163	241		1										270	334	
Pineville, Ky.	3	5	18	30								2				2	1	
Piqua, Ohio.	2	5	46	70												2	6	
Pittsburg, Pa.	1	2	3,486	4,793	72	13	1					2	31	3		4	3,907	753

TABLE 68.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect alips returned.	Errors on incorrect alips.	Missent.					Misdirected.					Errors checked.		
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Pittsburg, Kans.	2	7	129	249												248	121
Pittsfield, Mass.	1	1	91	134	2	5	1									6	23
Pittston, Pa.	2	2	23	31	1											65	09
Placerville, Cal.	3	8	24	29												503	168
Plain City, Ohio.	3	5	14	19												19	
Plainfield, N. J.	2	2	241	309	2											363	775
Plattsburg, N. Y.	2	2	108	144		3	1									56	40
Pleasant Hill, Mo.	3	7	93	170												55	39
Pleasanton, Kans.	3	7	3	8													
Plymouth, Mass.	2	1	45	76	1											311	337
Pocahontas, Va.	3	3	7	11	1												
Pocatello, Idaho.	3	8	47	71													
Point Pleasant, W. Va.	3	3	10	26												17	1
Pomona, Cal.	3	8	162	281												80	18
Pomeroy, Wash.	3	8	12	15													
Pontiac, Mich.	2	9	78	153													
Poplar Bluff, Mo.	3	7	27	39												5	
Port Angeles, Wash.	3	8	1													1	7
Port Chester, N. Y.	2	2	70	101	3											181	172
Portland, Ind.	3	5	98	207	4											620	234
Portland, Me.	1	1	474	772	31	1										244	338
Portland, Oregon.	1	8	748	1,349	8											438	316
Port Gibson, Miss.	3	4	10	15												24	11
Port Huron, Mich.	2	9	89	223	1											388	86
Port Richmond, N. Y.	2	2	11	13		1										14	50
Portsmouth, N. H.	2	1	20	24												3	09
Portsmouth, Ohio.	2	5	119	163	2	1										103	124
Portsmouth, Va.	3	3	78	93	7											4	12
Portersville, Cal.	3	8	3	6												20	73
Port Townsend, Wash.	2	8	346	869	12											902	178
Pottadam, N. Y.	2	2	137	347	2	13										112	152
Pottstown, Pa.	2	2	48	73												77	85
Pottsville, Pa.	2	2	10	12	2	1										39	17
Poughkeepsie, N. Y.	1	2	291	606												318	369
Pratt, Kans.	3	7	1		1												
Prescott, Ariz.	3	8	16	21													
Princeton, Ky.	2	5	6	10	1											26	29
Princeton, Ind.	3	5	13	20												1	
Princeton, N. J.	2	2	37	47												587	516
Princeton, Ill.	2	6	7	35												19	
Princeton, Mo.	3	7	84	189												33	10
Providence, R. I.	1	1	1,081	2,362	75	3	1									247	310
Provo City, Utah.	3	8	107	187													
Pueblo, Colo.	1	7	748	1,045	7	2		1	1							394	870
Pulaski, Tenn.	3	5	49	60	1											4	4
Pulaski City, Va.	3	3	5	5												16	6
Pullman, Ill.	2	6	21	78												1,954	437
Payallup, Wash.	3	8	20	112													
Quincy, Ill.	1	6	558	1,013	12											2	1,946
Quincy, Mass.	2	1	24	30	4											80	117
Quitman, Ga.	3	4	1	1													
Racine, Wis.	2	10	978	1,799	5											5	669
Rahway, N. J.	2	2	18	20	9	2										379	239
Raleigh, N. C.	2	3	844	1,418	13	1		1								333	152
Ravenna, Ohio.	3	5	60	127												30	12
Ravenswood, W. Va.	3	3	10	11												8	1
Ravenswood, Ill.	2	6	8	10												5	6
Raton, N. Mex.	3	7															
Reading, Pa.	1	2	132	212	2	2										2	120
Red Bank, N. J.	2	2	60	95	5											21	66
Red Bluff, Cal.	3	8	9	18	1											9	11
Redding, Cal.	3	8	6	3												14	3
Redlands, Cal.	3	8	193	307	2											413	204
Red Oak, Iowa.	2	6	10	16												7	2
Red Wing, Minn.	2	10	86	119												13	18
Reidsville, N. C.	3	3	31	38													
Reno, Nev.	2	8	55	82												153	149

TABLE G₄.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect slips.	Missent.				Misdirected.				Errors checked.			
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Rich Hill, Mo.	3	7	194	414	5						1					
Richmond, Ind.	2	5	247	389	1		6			2						
Richmond, Ky.	3	5	69	91	2		5								13	35
Richmond, Mo.	3	7	9	35												
Richmond, Va.	1	3	2,401	4,035	50	2	9		2	1	30		3		6	398
Richwood, Ohio.	3	5	23	109	1		1								1	
Rico, Colo.	3	7														
Ripley, Ohio.	3	5	31	41	2					3					411	64
Rising Sun, Ind.	3	5	61	74	3					1					4	15
Riverside, Cal.	2	8	200	275	2										54	76
Roanoke, Va.	2	8	353	444	1					2					469	257
Rochester, N. Y.	1	2	2,134	3,278	48	1				2	36	9			3,574	2,404
Rochester, Minn.	2	10	43	74												
Rockford, Ill.	1	6	1,930	3,339	9					1	13				3,012	1,281
Rock Hill, S. C.	3	4	39	51												
Rock Island, Ill.	2	6	371	950	3					5		1			146	575
Rockland, Me.	2	1	38	49	2					1					92	58
Rockport, Mo.	3	7														
Rockport, Ind.	3	5	16	31						1	2				8	5
Rockingham, N. C.	3	3	12	19												
Rockville, Conn.	2	1	2	2	1										18	21
Rockville, Ind.	3	5	36	79			1									
Rockville, Md.	3	3	92	162											360	175
Rocky Mount, N. C.	3	3	63	101	5										48	42
Rolla, Mo.	3	7														
Rome, Ga.	3	4	550	886	10		1		1	5					148	262
Rome, N. Y.	2	2	142	332	5						1				74	37
Ronceverte, W. Va.	3	3	2	2			1									2
Rondout, N. Y.	2	2	19	29		1				1					15	158
Roseburg, Oregon	3	8	214	299						1					1	9
Rushville, Ind.	3	5	39	60						1					23	17
Russell, Kans.	3	7	37	60	1											
Russellville, Ky.	3	5	70	250	10				1							
Rutherford, N. J.	2	2	32	37	2					5	1				63	62
Rutland, Vt.	2	1	106	280	1					3					24	43
Sabetha, Kans.	3	7	5	15		1										
Sacramento, Cal.	1	8	850	1,268	64	2	1			5	1				839	322
St. Albans, Vt.	2	1	52	110						1	1				100	75
St. Augustine, Fla.	2	4	200	316						1					6	
St. Charles, Mo.	2	7	48	78		1									18	
St. Cloud, Minn.	2	10	49	108												
St. Helena, Cal.	3	8	19	34											1	
St. John, Kans.	3	7	2	5												
St. Johnsbury, Vt.	2	1		14												9
St. Joseph, Mo.	1	7	3,559	6,081	16	3	1	2	1	2	15				4	1,073
St. Louis, Mo.	1	7	17,681	27,812	171	6	11			5	125	2			99	11,371
St. Marys, Kans.	3	7	54	110											128	125
St. Paul, Minn.	1	10	8,137	17,905	94	12	1			54	6				20	288
Saginaw, West Side, Mich.	2	9	20	23												
Saginaw, East Side, Mich.	1	9	203	310	6		1			7					321	61
Salem, Ind.	3	5	30	51												
Salem, Mass.	2	1	200	347	5		1			1	1				196	218
Salem, N. C.	3	8	24	57						2						
Salem, Ohio.	2	5	80	139	1					1					49	53
Salem, Oregon	2	8	87	143						2					7	6
Salida, Colo.	3	7	253	483	7				1	1						
Salisbury, N. C.	3	3	81	120	3					2					166	68
Salisbury, Mo.	3	7	2	9												
Salinas, Cal.	3	8	14	19												
Salt Lake City, Utah	1	8	326	492	8		1			6					1	1,463
San Antonio, Tex.	1	11	1,030	1,649	8	6				1	7	4			3	1,576
San Bernardino, Cal.	2	8	607	968	35	1									817	377
San Diego, Cal.	2	8	709	941	5					6					1	3,864
Sandersville, Ga.	3	4														
Sandusky, Ohio.	2	5	110	142	1					5					18	36
Sanford, Fla.	3	4	140	302	9		1			1					16	8
San Francisco, Cal.	1	8	5,905	8,936	53	16	1			31	36	1			8	3,307

TABLE G².—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect allips returned.	Errors on incorrect allips.	Missent.					Misdirected.					Errors checked.			
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
San Jacinto, Cal.	3	8	54	68												28	27	
San Jose, Cal.	1	8	369	548	2						2					119	157	
San Leandro, Cal.	3	8	17	21	1													
San Luis Obispo, Cal.	3	8	21	23	1													
San Mateo, Cal.	3	8	2	2														
San Rafael, Cal.	3	8	1	1	1													
Santa Ana, Cal.	3	8	388	551	2						6	1			2	962	137	
Santa Barbara, Cal.	2	8	209	367	4	1					2				2	202	40	
Santa Clara, Cal.	3	8	37	57							2					12	9	
Santa Cruz, Cal.	3	8	52	78	1						2							
Santa Fe, N. Mex.	3	7	191	275					1		1				1	3	126	55
Santa Monica, Cal.	3	8	29	39														
Santa Paula, Cal.	3	8	23	34		1					1							
Santa Rosa, Cal.	2	8	238	448												35	83	
Saratoga Springs, N. Y.	2	2	126	198	8	1					8					59	136	
Sault de Ste. Marie, Mich.	2	10	30	39												203	44	
Savannah, Ga.	1	4	2,625	4,797	55	1	2				1	14	6			2	171	327
Savannah, Mo.	3	7	7	11														
Schenectady, N. Y.	2	2	157	295	1	4					5				1	3	68	
Scranton, Pa.	1	2	179	326	1	1					4					159	78	
Seattle, Wash.	1	8	966	1,513	28						5	1			3	2,362	1,182	
Sedalia, Mo.	2	7	249	413	14						3					135	10	
Selma, Ala.	2	4	618	970	14	1					1					979	127	
Selma, Cal.	3	8	6	13	1						1							
Seneca, Kans.	3	7	6	7														
Seneca, Mo.	3	7																
Seneca Falls, N. Y.	2	2	30	60	7											64	55	
Seymour, Ind.	3	5	42	76	3											1	23	
Shamokin, Pa.	2	2	33	47												49	27	
Sharon, Pa.	2	2	107	149												188	67	
Sheboygan, Wis.	2	10	201	326	6										1	393	210	
Sheffield, Ala.	3	4	4	5														
Shelbina, Mo.	3	7	14	28														
Shelbyville, Ky.	3	8	88	117	1						1	2				444	298	
Shelbyville, Tenn.	3	5	39	49												29	9	
Shenandoah, Iowa.	2	6	7	9	1								1			16	6	
Shenandoah, Pa.	2	2	10	21	1											16	33	
Shenandoah, Va.	3	3	2	3	2													
Sherman, Tex.	2	11	281	382	5						2	1				106	35	
Shreveport, La.	2	11	551	937	1				1		9							
Sidney, Ohio.	2	5	111	161	1	1					1	1				107	22	
Sioux Falls, S. Dak.	2	10	448	858	2	2				1	2	1				6	14	4
Sioux City, Iowa.	1	6	2,395	4,912	18	3	3				18	2				17	2,391	2,822
Silver City, N. Mex.	3	7														3	6	
Silverton, Colo.	3	7	1		1													
Slater, Mo.	3	7	25	40									1					
Smith Center, Kans.	3	7	1	1														
Snodgrass, Wash.	3	8	43	66							3							
Socorro, N. Mex.	3	7	3	5														
Somerses, Ky.	3	5	168	285	3		5				4					139	29	
Sonora, Cal.	3	8	3	7														
South Bend, Ind.	1	5	781	1,111	4		2				15				1	28	31	
South Bend, Wash.	3	8	3	16														
South Bethlehem, Pa.	2	2	4	5												27	26	
South Boston, Va.	3	3	40	93		1										98	4	
South Framingham, Mass.	2	1	8	21									2				1	
South Norwalk, Conn.	2	1	21	43	3											24	90	
South Omaha, Nebr.	2	6	315	752	7	1					2				2	93	61	
South Pittsburg, Tenn.	3	5	36	64												78	49	
Spartanburg, S. C.	3	4	79	118												231	44	
Spencer, Ind.	3	5	8	11												19		
Spokane, Wash.	1	8	434	496	24						5	1			2	533	61	
Sprague, Wash.	3	8	26	31	4													
Springfield, Ill.	1	6	534	1,601	23		2			4	3					2,101	1,786	
Springfield, Ky.	4	5	21	23												3	47	
Springfield, Mass.	1	1	483	858	11	1	1				4	7			1	320	620	
Springfield, Mo.	2	7	226	378	4	7				2						1,082	230	

TABLE G8.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect slips returned.	Errors on incorrect slips.	Miscant.					Misdirected.					Errors checked.		
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Springfield, Ohio	1	5	579	1,176	...	1				1	6				7	431	452
Springfield, Tenn.	3	5	34	60							2					110	9
Stamford, Conn.	2	1	60	86	1											33	96
Stanberry, Mo.	3	7	133	318	1		1				1	1					
Stanford, Ky.	3	5	20	38	2					1							
Stapleton, N. Y.	2	2									1						
Statesville, N. C.	3	3	338	558	4		7				1	2	1			1,742	251
Staunton, Va.	2	3	446	572							2					364	241
Sterling, Colo.	3	7	3	3	1												
Sterling, Ill.	2	6	28	61		1										85	17
Sterling, Kans.	3	7	23	27		1											
Stonewille, Ohio	2	5	165	270	4	1					3	1				29	111
Stillwater, Minn.	2	10	485	799	4						3					48	45
Stockton, Cal.	2	8	195	270							1						
Stockton, Kans.	3	7															
Streator, Ill.	2	6	115	256	4	3					1					201	11
Sturgis, Mich.	3	9	27	41												25	
Suffolk, Va.	3	3	58	74								1				97	39
Sullivan, Ind.	3	5	18	43							1						6
Sumter, S. C.	3	4	50	117		1										61	4
Sunbury, Pa.	2	2	10	20			2										96
Sweet Springs, Mo.	3	7	3	24													
Syracuse, N. Y.	1	2	945	1,383	17	4					15	3			1	276	719
Tacoma, Wash.	1	8	531	2,049	40	1				1	13					961	127
Talladega, Ala.	3	4	11	36													
Tallahassee, Fla.	3	4	7	8	1												
Tallahpoosa, Ga.	3	4	72	346							1						
Tampa, Fla.	2	4	128	165							1					118	30
Tarboro, N. C.	3	3	65	85							4				1		
Tarkio, Mo.	3	7	2	3													
Tarrytown, N. Y.	2	2	57	113							4	2				116	69
Tarrington, Conn.	2	1	5	6												97	95
Taunton, Mass.	2	1	35	60	9							2				10	55
Temple, Tex.	2	11	74	132												547	176
Terre Haute, Ind.	1	5	514	739	15	1					2					24	117
Texarkana, Ark.	3	11	33	41							3						
The Dalles, Oregon	3	8	13	15												59	19
Thomasville, Ga.	3	4	16	25					1								
Tiffin, Ohio	2	5	221	425												111	50
Tipton, Ind.	3	5	9	21							1	1				2	
Titusville, Pa.	2	2	98	141	2	1					1	1				13	65
Toledo, Ohio	1	5	974	1,521	15						14	1				30	87
Tombstone, Ariz.	3	8	2	3													
Topeka, Kans.	1	7	2,321	3,860	16	2					8	3			12	1,251	704
Towanda, Pa.	2	2	21	34												24	59
Tonawanda, N. Y.	2	2	77	121	1						1					198	86
Towson, Md.	3	3	70	92	2		3				3					24	1
Tracy City, Tenn.	4	5	2	2												4	
Trenton, Mo.	3	7	2	7													
Trenton, N. J.	1	2	479	627	4	1	4				3	1			1	219	81
Trenton, Tenn.	3	5	13	61							1					2	
Trinidad, Colo.	2	7	109	133	3					1						285	198
Troy, Ala.	3	4	69	156							1					196	6
Troy, Mo.	3	7	6	9												18	
Troy, N. Y.	1	2	652	1,036	15						10	1			1	328	133
Troy, Ohio	2	5	106	170												22	123
Truckee, Cal.	3	8	1	2													
Tucson, Ariz.	2	8	88	185							1					71	
Tulare, Cal.	3	8	47	64	3												
Tuscaloosa, Ala.	3	4	45	72													
Tuscumbia, Ala.	3	4	20	33			2				1	1					
Tuskegee, Ala.	3	4	1	2													
Tyler, Tex.	2	11	227	350	1						1	1			1		
Tyrone, Pa.	2	2	21	52	3						1					36	17
Uhrichville, Ohio	3	5	14	17		1					1						
Ukiah, Cal.	3	8	7	7													
Union City, Ind.	3	5	23	36							1						14

TABLE Gs.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect alips returned.	Errors on incorrect alips.	Missent.					Misdirected.					Errors checked.			
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Union City, Tenn.	3	5	6	7							1					2	1	
Union Springs, Ala.	3	4	9	17														
Uniontown, Pa.	2	2	68	82	3	1										219	64	
Unionville, Mo.	3	7	3	3														
Upper Sandusky, Ohio.	3	5	8	32														
Urbana, Ohio	2	5	91	128	3						3					2	113	9
Utica, N. Y.	1	2	242	297	11	2				1	6	2				1	129	231
Vacaville, Cal.	3	8	11	12													36	66
Valdosta, Ga.	3	4	11	27														
Valley Falls, Kans.	3	7	1			1												
Vallejo, Cal.	3	8	66	112	5												224	91
Valparaiso, Ind.	2	5	69	120	1												20	2
Vancouver, Wash.	3	8	256	481	1						1	1					182	18
Van Wert, Ohio	2	5	13	17							2							
Ventura, Cal.	3	8	73	90	1						1							
Versailles, Ky.	3	5	148	202	1						1						230	500
Versailles, Mo.	3	7																
Vevay, Ind.	3	5	9	14							1	1					5	
Vicksburg, Miss.	2	4	221	372	22	5	1			6		1				1		
Vincennes, Ind.	2	5	49	75	7						3	1					5	46
Vinalia, Cal.	3	8	70	140	1						1							
Vineland, N. J.	2	2	47	120													78	80
Virginia City, Nev.	2	8	7	7													87	130
Wabash, Ind.	2	5	28	37														
Waco, Tex.	2	11	545	773	10	1				1	2					5	676	287
Wadsworth, Ohio.	3	5	1	1														
Wa Keeney, Kans.	3	7																
Wakefield, Mass.	2	1	4	4													10	2
Walhalla, S. C.	3	4	61	74	2												369	16
Walla Walla, Wash.	2	8	239	440					1								7	10
Wallace, Idaho	3	8	12	13														
Wallingford, Conn.	2	1	10	11													3	4
Walsenburg, Colo.	3	7	38	98	1		1											
Wamego, Kans.	3	7																
Waltham, Mass.	2	1	77	114							1	1				1	8	17
Wapakoneta, Ohio.	3	5	33	64							2							
Wardner, Idaho	3	8	5	5														
Warren, Ohio.	2	5	32	40														1
Warren, Pa.	2	2	76	379	1		2					1					46	104
Warrensburg, Mo.	3	7	22	43														
Warrenton, Va.	3	8	27	53	1							1						
Warsaw, Ind.	3	5	49	65							2					2	101	9
Washington, D. C.	1	3	11,457	17,964	330	4	1			5	124	6				41	9,370	4,675
Washington, Ga.	3	4	42	87	1	1					2						178	22
Washington, Ind.	3	5	320	416	15							7					399	107
Washington, Kans.	3	7	3	2							1							
Washington, Mo.	3	7	5	6					1									
Washington, N. C.	3	3	42	47	1												392	221
Washington, N. J.	2	2	72	128	2						1						707	115
Washington C. H., Ohio...	2	5	41	71							4							16
Washington, Pa.	2	2	377	721	4						3						414	227
Waterbury, Conn.	1	1	223	301	11						4						22	13
Waterloo, Iowa.	2	6	151	439	3						3						77	26
Watertown, S. Dak.	2	10	26	46	2	3											85	84
Watertown, N. Y.	2	2	221	345	5	2					3	2					106	98
Watertown, Wis.	2	10	44	91							2							
Waterville, Me.	2	1	3	7	1												11	2
Watsonville, Cal.	3	8	4	10													2	
Waukegan, Ill.	2	6	89	115													155	170
Waukegan, Wis.	2	10	148	338	2	1					1	1				1	820	167
Wausau, Wis.	2	10	42	60	2						1							
Waverly, N. Y.	2	2	25	62		1											10	34
Waverly, Ohio.	3	5	6	11							1							
Way Cross, Ga.	3	4	45	82	3						1	1					19	34
Waynesboro, Va.	3	3	11	13	1												31	1
Weatherford, Tex.	2	11	97	190							2						75	21
Webb City, Mo.	3	7	86	164							1	1						

TABLE G⁵.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

Post-office.	Class.	Division.	Incorrect alips returned.	Errors on incorrect alips.	Missent.					Misdirected.					Errors checked.			
					Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Letter packages.	Pouches.	Registered packages.	Registered pouches.	Inner registered sacks.	Sacks.	Against railway postal clerks.	Against post-offices.
Webster Groves, Mo.	3	7																
Weir, Kans.	3	7																
Wellington, Ohio	3	5	28	44	1						1					169	17	
Wellington, Kans.	2	7	48	75												151	62	
Wellsburg, W. Va	3	3	11	26												37	14	
Wellsville, Mo	3	7	8	11														
Westboro, Mass.	2	1	2	2													4	12
West Chester, Pa.	2	2	48	109													57	24
Westerville, Ohio.	3	5	72	122							2					58	8	
Westfield, Mass.	2	1	86	138	4						4	1				246	202	
Westerly, R. I.	2	1	11	16							1					2		
West Grove, Pa.	2	2	7	16							1					5	11	
Westminster, Md.	3	3	81	115	2											12	9	
West New Brighton, N. Y.	2	2	85	97														318
West Plains, Mo.	3	7	18	23														
West Point, Va.	3	8	15	15												305	9	
West Superior, Wis	2	10	505	877	12	1					2							
Weston, W. Va.	3	3	31	78														
West Troy, N. Y.	2	2	14	16							1						139	33
Wheeling, W. Va.	1	3	262	381	9		2				5	3				742	1,346	
Wilkesbarre, Pa.	1	2	90	113		1					3	1				98	58	
Williamsburg, Ky	3	5	1	1												4		
Williamsburg, Va	3	3	2	3	1						1							
Williamsport, Pa.	2	2	162	225	1		4									26	39	
Williamstic, Conn.	2	1	16	18	1						1							2
Willow Springs, Mo	3	7	3	4														
Williamstown, Ky.	4	5	3	5							1					16	2	
Wilmington, Del.	1	2	343	541	12	3	2		2		7	4			1	79	239	
Wilmington, Ohio	3	5	21	24							1							28
Winchester, Mass	2	1	54	99	2		3									23	59	
Winchester, Ind.	3	5	29	34							1							27
Winchester, Ky	3	5	111	192							1	3				118	114	
Winchester, Tenn	3	5	8	8							1							
Winchester, Va.	3	3	61	80		1					1					1		
Wilson, Kans.	3	7																
Windsor, Mo	3	7																
Winfield, Kans.	2	7	53	63												40	85	
Winnemucca, Nev	3	8	6	28														
Winona, Minn	2	10	450	419											1	541	3	
Winsted, Conn	2	1	2	2														4
Winston, N. C	3	3	539	1036	1	2	1	1			1					129		
Woburn, Mass.	2	1	14	25							1					263	164	
Woodbury, N. J.	2	2	54	125		1					1					50		47
Woodland, Cal	2	8	42	65	1						1							
Woodstock, Va	3	3	26	43												15		
Woonsocket, R. I	2	1	17	36	8		5				3	1			2			
Wooster, Ohio	2	5	134	222			1					2				372	63	
Worcester, Mass.	1	1	565	928	31	8	1				10	2			1	290	388	
Worthington, Ind.	3	5	2	2							1					40	19	
Wytheville, Va	3	3	56	78							3					19	28	
Xenia, Ohio.	2	5	111	222	20						3					263	192	
Yankton, S. Dak	2	10	135	218	4				1							265		222
Yates Center, Kans.	3	7	11	25							1							
Yazoo City, Miss	3	4	103	221							1							
Yonkers, N. Y	2	2	287	428	5						6					32	45	
York, Pa	2	2	193	377	13	4	1			1	3					103	81	
Youngstown, Ohio	2	5	155	178	4						2							
Yuma, Colo.	3	7																
Zanesville, Ohio.	2	5	544	724	1	1	1				11				1	2	164	104
Other offices	1	4	233	8,574	59	17	43		1		97	32				8	6,748	6,002
Other post-offices	2	9	621	20,979	91	257	52				346	115	6			230	15,684	11,678
Other offices	3	3	921	5,974	90	19	32				2	59	10	4		1	3,106	392
All other	2	2	326	5,073	67	20	40				2	25	6			3	4,349	786
Other offices	6	12	460	25,636	451	81	8				8,140	97	2	1		20		
Other offices	7	1	498	2,205	24	9	26				2	18					1,876	542
Other offices	9	1	570	3,570	17	12	10				54	5					614	223
Other offices	10	4	987	9,180	150	62	34				3	50	19			4	8,069	1,825
Other offices	11	2	857	4,736	81	26	123		7	1	25	34	1		1	7	801	820

TABLE G^a.—Statement of errors in the distribution and forwarding of mails, etc.—Cont'd.

RECAPITULATION.

Division.	Incorrect alips returned.	Error on inoor-rect alips.	Missent.						Misdirected.					
			Letter pack-ages.	Pouches.	Registered packages.	Registered pouches.	Inner regis-tered sacks.	Sacks.	Letter pack-ages.	Pouches.	Registered packages.	Registered pouches.	Inner regis-tered sacks.	Sacks.
First	29,788	53,179	1,462	43	68	1	4	385	97	11	4	2	108	
Second	145,774	274,125	1,896	454	158	1	4	65	1,442	278	11	4	230	
Third	84,345	52,452	720	65	102	4	5	27	404	69	8	4	73	
Fourth	39,570	73,494	543	46	43	12	5	20	155	47	.....	11	49
Fifth	56,144	83,703	846	51	111	2	2	30	896	109	3	4	243	
Sixth	90,966	164,245	1,532	130	26	.....	.....	28	545	153	5	1	206
Seventh	54,538	82,335	617	98	80	4	10	47	323	43	1	1	155	
Eighth	24,502	8,686	497	55	48	.....	1	22	212	81	.....	.....	32
Ninth	3,446	16,906	99	16	12	.....	.....	.....	104	12	.....	.....	14
Tenth	37,205	68,514	1,611	109	46	.....	1	14	214	84	6	.....	63
Eleventh	17,432	26,800	167	47	139	2	9	12	129	52	1	5	50	
Total	493,400	908,439	9,990	1,114	833	25	38	269	4,809	975	35	6	39	1,217

TABLE H^b.—Statement of case examinations of permanent postal clerks for the fiscal year ended June 30, 1892.

Division.	Exam-inations.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known.	Average per cent correct.	Highest individual per cent correct.	Lowest individual per cent correct.
First	1,833	928,790	920,618	8,133	48	99.12	100.00	87.79
Second	1,760	2,688,262	2,367,047	161,653	159,562	88.05	100.00	69.52
Third	719	832,999	759,275	52,861	20,863	91.14	100.00	11.10
Fourth	821	736,262	717,092	16,334	2,836	97.39	100.00	67.34
Fifth	2,082	2,327,572	2,258,933	62,258	6,331	97.05	100.00	61.48
Sixth	1,153	1,503,987	1,445,107	15,586	43,294	96.08	100.00	5.61
Seventh	1,831	1,995,338	1,951,430	41,108	2,800	97.80	100.00	14.57
Eighth	409	247,565	337,738	8,899	928	97.11	100.00	51.69
Ninth	866	1,587,905	1,546,514	36,738	4,653	97.39	100.00	57.29
Tenth	1,263	1,261,560	1,225,712	29,780	6,068	97.16	100.00	30.82
Eleventh	699	763,763	749,652	12,721	1,390	98.16	100.00	14.41
Total	12,939	14,974,012	14,279,168	446,071	248,773	95.49	100.00	5.61

TABLE I.—Statement of case examinations of railway postal clerks during probation for the fiscal year ended June 30, 1892.

Division.	Number of probationers in service at beginning of year.	Number appointed during the fiscal year.	Number remaining in service at close of fiscal year.	Number who received permanent appointments during the fiscal year.	Number dropped from the rolls.					Total.
					During probation.	Voluntarily resigned.	Permitted to resign who could otherwise have been dropped.	Dropped at end of probationary term.	Deaths during probation.	
First.....	20	44	16	45		3				3
Second.....	57	105	42	99		9	2	10		21
Third.....	28	75	14	68		7	1	9		20
Fourth.....	34	72	21	68		7	1	9		17
Fifth.....	89	181	63	163	2	17	6	18	1	44
Sixth.....	44	117	47	96		13		5		18
Seventh.....	25	103	32	77	2	14		3		19
Eighth.....	11	48	10	41	2	3	2		1	8
Ninth.....	34	105	35	74	5	11	2	12		36
Tenth.....	37	57	21	65	2	4		2		8
Eleventh.....	20	49	8	48	5	2	2	4		13
Total.....	399	956	309	845	22	91	16	70	2	201

Division.	Number of examinations held during the year.	Cards handled.	Cards correct.	Cards incorrect.	Cards not known	Average per cent correct.	Average per cent correct made by those permanently appointed.	Per cent of probationary appointees who were dropped, resigned, etc.*	Average per cent of cards correct made by those dropped, etc.	Highest individual per cent correct.	Lowest individual per cent correct.
First.....	97	68,233	66,624	1,568	41	97.64	97.38	6.25		100.00	91.27
Second.....	524	374,159	276,264	25,447	72,448	73.83	77.91	17.50	58.87	100.00	11.28
Third.....	419	290,843	255,308	20,804	14,731	87.88	89.23	22.47	84.55	98.07	4.06
Fourth.....	357	318,169	298,146	16,450	8,573	93.70	91.27	20.00	66.36	100.00	38.39
Fifth.....	728	630,317	597,691	26,385	6,241	94.82	97.45	20.77	73.42	100.00	12.37
Sixth.....	292	312,727	272,138	19,934	20,655	87.02	94.02	15.80	40.22	100.00	13.06
Seventh.....	288	213,601	206,593	6,399	639	96.72	97.37	19.80	92.19	100.00	64.75
Eighth.....	222	170,184	159,254	6,942	3,988	93.57	94.86	14.30	63.78	100.00	33.29
Ninth.....	300	334,933	302,103	20,108	12,722	90.19	93.73	28.84	79.06	100.00	18.62
Tenth.....	221	212,499	194,396	9,419	8,684	91.48	92.71	10.96	52.40	100.00	14.33
Eleventh.....	283	227,437	218,919	7,310	1,208	96.25	97.90	21.31	81.00	100.00	39.66
Total....	3,731	3,153,102	2,847,436	160,736	144,930	90.30	93.07	19.02	63.16	100.00	4.03

* Of the 19 dropped from the rolls only 9 underwent examination.

† The percentages for this column were based upon the number of probationers in service at the beginning of the year, together with the number appointed during the fiscal year under review, less the number whose probationary terms had not expired on June 30, 1892. Deaths during probation were not considered in making these calculations. Calculating the percentage of probationers dropped from the rolls by the same method as the above, the percentage for the fiscal year ended June 30, 1891, is ascertained to be 24.89.

TABLE K^a.—Statement of new railroad service established and service extended during the fiscal year ended June 30, 1892.

New service.	Corporate title of company.	Division.	Distance.	Date of order for commencement of railroad service.	Remarks.
			<i>Miles.</i>		
Walpole Junction (n. o.) to Wrentham, Mass.	Old Colony.....	1	5.79	Oct. 15, 1891	New service.
Phillips to Rangeley, Me.	Phillips and Rangeley.....	1	29.25	Dec. 7, 1891	Do.
Montvale Junction (n. o.) to Stonelham, Mass.	Boston and Maine.....	1	2.52	Feb. 1, 1892	Do.
Woonsocket to Hartsaville, R. I.	New York and New England.....	1	10.46	Apr. 18, 1892	Do.
Freeble Station to Union Station (Portland, Me.)	Portland and Rochester.....	1	1.07	Oct. 19, 1891	Extension of route 101008.
Roadboro to Wilmington, Vt.	Hoosier Tunnel and Wilmington.....	1	12.95	Dec. 7, 1891	Extension of route 100001.
French Creek Junction (t. o.) and Coventryville, Pa.	Delaware River and Lancaster R. R.....	2	9.41	July 1, 1891	New service.
Dodans Junction (n. o.) and Ticonderoga, N. Y.	Delaware and Hudson Canal Company's R. R.	2	1.75	do	Do.
Holart and Bloomville, N. Y.	Ulster and Delaware R. R.....	2	9.23	July 13, 1891	Do.
Harrisburg and D. and M. Junction (n. o.), Pa.	Philadelphia and Reading R. R.....	2	12.8	do	Do.
Wilmington Junction (n. o.) and Sharpville, Pa.	Sharpville R. R.....	2	17.11	July 20, 1891	Do.
Easton and Salisbury, Md.	Baltimore and Eastern Shore R. R.....	2	42.97	Sept. 1, 1891	Do.
Lansdowne Station (n. o.) and Pittstown, N. J.	Lehigh Valley R. R.....	2	4.16	Oct. 1, 1891	Do.
Bay Ridge Station (n. o.) and Baltimore, Md.	Baltimore and Eastern Shore R. R.....	2	11.19	Oct. 5, 1891	Extension. Distance not stated.
Alford and Montrose, Pa.	Delaware, Lackawanna and Western R. R.	2	8.11	Oct. 12, 1891	New service.
Lattrobe and Hostler, Pa.	Pennsylvania R. R.....	2	16.54	do	Do.
Breadysville and New Hope, Pa.	North East Pennsylvania R. R.....	2	16.54	do	Do.
Challenges and Brockwayville, Pa.	New York, Lake Erie and Western R. R.	2	8.86	Nov. 2, 1891	Do.
Erte and Greenville, Pa.	Pittsburg, Shesango and Lake Erie R. R.	2	68.4	Nov. 9, 1891	Do.
Holmesville and Maurice River, N. J.	West Jersey R. R.....	2	1.07	Nov. 16, 1891	Extension.
New Holland and Conestoga Junction (n. o.), Pa.	Pennsylvania R. R.....	2	11.03	Dec. 21, 1891	New service.
Junction (n. o.) and Whitney, Pa.	do.....	2	1.42	Jan. 1, 1892	Do.
Silver Lake Junction (n. o.) and Silver Springs, N. Y.	Silver Lake Rwy.....	2	1.03	do	Extension.
Lyons and Geneva, N. Y.	Fall Brook Coal Company's R. R.	2	14.46	Feb. 24, 1892	Do.
Conococheague Junction (n. o.) and Graefenberg, Pa.	Chambers and Gettysburg R. R.....	2	6.35	Feb. 18, 1892	New service.
Harrison Valley and Mills, Pa.	Fall Brook Coal Company's R. R.	2	1.86	Mar. 1, 1892	Extension.
Shedfield and Cherry Grove, Pa.	Tionesta Valley R. R.....	2	1.00	Apr. 11, 1892	New service.
Blindalia and Parrish, Pa.	do	2	9.2	do	Do.
Graytown and Moon Run, Pa.	Pittsburg and Moon Run R. R.	2	5.0	Apr. 25, 1892	Do.
Breckport Junction (n. o.) and Cartwright, Pa.	New York, Lake Erie and Western R. R.	2	2.66	May 9, 1892	Do.
Bellefonte and State College, Pa.	Bellefonte Central R. R.....	2	20.16	June 11, 1892	Do.
New Brunswick and South Amboy, N. J.	Karitan River R. R.....	2	2	June 20, 1892	New service.
Sayreville Junction (n. o.) and Sayreville, N. J.	do	2	2	do	Distance not given.

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New service.	Corporate title of company.	Division.	Distance.	Date of order for commencement of railroad service.	Remarks.
Coyman's Junction (n. o.) and Fullers Station, N. Y.	New York Central and Hudson River R. R.	2	Miles. 10.47	June 20, 1892	New service.
Jamestown and D. A. V. and P. Junction (n. o.), N. Y.	Jamestown Electric Rwy.	2		do.	New service. Distance not given.
Lopez and Ricketts, Pa.	Lehigh Valley R. R.	2	7.34	June 20, 1892	Extension.
Alfonsia to Sylva, Va.	Norfolk and Western.	3	11.51	July 15, 1891	New service.
Albemarle to Norwood, N. C.	Richmond and Danville.	3	10.34	do.	Extension of route 118046.
Chadbourne to Hub, N. C.	Wilmington, Chadbourne and Conway.	3	11.25	Sept. 1, 1891	New service.
Weston to Sutton, W. Va.	West Virginia and Pittsburgh.	3	44.52	Oct. 12, 1891	Do.
Buckhannon to Selbyville, W. Va.	do.	3	26.01	do.	Do.
Beasemer to New Castle, W. Va.	Chesapeake and Ohio.	3	26.81	Nov. 21, 1891	New service. (Route since changed to end at Craig City, Va., decreasing distance 0.18 mile.)
Red Springs to Bowmore, N. C.	Red Springs Lumber Co.	3	11.67	Feb. 1, 1892	New service.
Winston to Mocksville, N. C.	Richmond and Danville.	3	26.92	do.	Do.
Paugeto to Bellefonte, N. C.	Norfolk and Southern.	3		Mar. 17, 1892	Extension of route 118039. (Company to receive no compensation for service to June 30, 1892.)
Sixthquarter to Coalboro (n. o.), Va.	Farmville and Powhatan.	3	4.54	Mar. 23, 1892	Extension of route 114046. (Company to receive no compensation for service to June 30, 1892.)
Ravenswood to Spencer, W. Va.	Ravenswood, Spencer and Glenville Rwy.	3	33.29	Apr. 11, 1892	New service.
Pendleton to Murfreesboro, N. C.	Murfreesboro.	3	6.72	May 23, 1892	Do.
Johnson City to Embreeville, Tenn.	East Tennessee, Virginia and Georgia.	3	15.25	June 20, 1892	Do.
Covington to Hot Springs, Va.	Chesapeake and Ohio.	3	25.45	do.	Do.
Tredegar Junction (n. o.) and Jacksonville, Ala.	East and West R. R. of Alabama.	4	3.00	Mar. 23, 1892	Spurr branch to Jacksonville, Carters and Talladega R. P. O.
Dunnellon and Hernando, Fla.	Silver Springs, Ocala and Gulf R. R.	4	12.09	Aug. 28, 1891	New line.
Hernando and Inverness, Fla.	do.	4	5.51	Nov. 30, 1891	Do.
Junction (n. o.) and San Mateo, Fla.	Jacksonville, St. Augustine and Halifax River R. R.	4	4.73	Jan. 14, 1892	Spurr branch to San Mateo, Jacksonville and Daytona R. P. O.
Knoxville, Tenn. and Blue Ridge, Ga.	Marietta and North Georgia R. R.	4	122.34	Oct. 21, 1891	Extension of Murphy and Marietta.
Chattanooga, Tenn. and Gadsden, Ala.	Chattanooga Southern Rwy.	4	92.20	Nov. 16, 1891	New railroad.
Macon, Ga. and Eatonton, Ga.	Middle Georgia and Atlantic R. R.	4	18.60	Nov. 5, 1891	Do.
Clinton, S. C. and Lawrenceville, Ga.	Georgia, Carolina and Northern R. R.	4	147.79	Feb. 6, 1892	Extension.
Lawrenceville, Ga. and Atlanta, Ga.	do.	4	28.11	Mar. 23, 1892	Do.
Macon, Ga. and Dublin, Ga.	Macon and Savannah R. R.	4	54.11	Mar. 28, 1892	New railroad.
Greenville, S. C. and Marietta, S. C.	Knoxville, Midland R. R.	4	15.45	Jan. 20, 1892	Do.
Braxwell, S. C., and Allendale, S. C.	Bishopville R. R.	4	17.13	Mar. 14, 1892	Extension.
Whitasky, S. C., and Bishopville, S. C.	East Louisiana R. R.	4	6.82	June 6, 1892	Do.
Mandeville Junction (n. o.) and Mandeville, La.	Southern Iron Co.	4	11.04	do.	New railroad.
Zenia to Mamie, Tenn.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	5	21.55	Sept. 1, 1891	Do.
New Albany, Ind., to Louisville, Ky.	do.	5	6.37	Oct. 1, 1891	Do.

RAILWAY MAIL SERVICE—NEW R. R. SERVICE

Jeffersonville Junction (n. o.) to Jeffersonville, Ind.	Pitts., Cinn., Chic., and St. L.	1. 85	Oct. 1, 1891	New service.
Versailles to Irvine, Ky.	Richmond, Nch., Irvine and Beattyville R. R.	60.78	Oct. 19, 1891	Do.
Anderson to Rushville, Ind.	Cincinnati, Wabash and Michigan R. R.	39.44	Oct. 24, 1891	Do.
Akron to Chicago, Ohio.	Baltimore and Ohio R. R.	75.20	Nov. 16, 1891	Do.
Kokomo to Indianapolis, Ind.	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.	56.04	July 1, 1892 (ordered)	
			Dec. 17, 1891	
Paducah, Ky., to Hollow Rock, Tenn.	Paducah, Tennessee and Alabama Rwy.	21.87	Jan. 11, 1892	Do.
Anderson to Waverland, Ind.	Midland Rwy.	14.40	Mar. 15, 1892	Anderson and Ladoga service extended.
Columbus, Ohio, to Kenova, W. Va.	Norfolk and Western R. R.	8.23	.....do.....	Columbus and Ashland service extended.
Warrington, Ohio, to Wheeling, W. Va.	Wheeling and Lake Erie Rwy.	18.60	Mar. 11, 1892	New railroad.
Pikeville, Tenn., to Bridgeport, Ala.	Nashville, Chattanooga and St. Louis Rwy.	20.56	Mar. 23, 1892	Dunlap and Bridgeport service extended.
Union Pacific Transfer, Iowa, Beatrice, Nebr.	Chicago, Rock Island and Pacific R. R.	102.20	Aug. 24, 1891	New service.
Moline, Ill.	Davenport and Rock Island Rwy.	8.05	Nov. 19, 1891	Do. *
New Castle, Gillette, Wyo.	Burlington and Missouri River R. R.	76.79	Jan. 18, 1892	Do.
Culbertson, Wauwatta, Nebr.	.....do.....	33.24	June 7, 1892	
Campbell to Kennett, Mo.	St. Louis, Kennett and Southern	19.50	Aug. 28, 1891	Route 145079 established.
Car St. St. Louis, Mo., to Madison, Ill.	St. Louis, Merchants' Bridge Terminal	5.23	.....do.....	Route 145043 established.
Castleton to Baldwin, Colo.	Denver, Leadville and Gunnison	2.69	Aug. 21, 1891	Route 165038 extended.
Cardiff to Spring Gulch, Colo.	Colorado Midland	15.35	Jan. 23, 1892	Route 165046 established.
Del Norte to Cresede, Colo.	Denver and Rio Grande	39.35	Feb. 9, 1892	Route 165047 established.
Fort Scott to Cornell Station (n. o.), Kans.	Missouri Pacific	29.98	Oct. 13, 1891	Route 155102 established.
Greenfield to Mount Vernon, Mo.	Greenfield and Northern	24.39	Jan. 15, 1892	Route 145090 established. There was service on this line between Greenfield and Watkins (South Greenfield) (route 145063) prior to this, but it was discontinued August 9, 1891.
Illinoia to Durango, Colo.	Rio Grande Southern	125.21	Jan. 13, 1892	Route 165045 established.
Kansas City to Hume, Mo.	Kansas City, Nevada and Fort Smith	482.08	May 12, 1892	Route 145081 established.
La Veta to Fort Garland, Colo.	Denver and Rio Grande	33.30	May 10, 1892	Route 165013 extended. This is service which was discontinued December 10, 1890, reestablished.
Nashville to Oakdale, Ill.	Centralia and Chester	8.74	Oct. 22, 1891	Route 135108 extended.
Williamsville to Greenville, Mo.	Williamsville, Greenville and Northeastern	11.72	May 12, 1892	Route 145082 established.
Sixth and Locust streets to Vandeventer avenue and Morgan street, St. Louis, Mo.	St. Louis and Suburban	3.17	Sept. 9, 1891	Route 145031 extended.
Ray Junction (n. o.) to Mill Valley, Cal.	North Pacific Coast R. R.	1.75	Sept. 28, 1891	Route 176073 established.
Belmont to Farmington, Wash.	Northern Pacific R. R.	6.76	June 27, 1892	Route 171039 established.
Burke to Wallace, Idaho	Washington and Idaho R. R.	6.97	Sept. 1, 1891	Route 170007 established in place of 670003, discontinued.
Chehalis to Pe Ell, Wash.	Northern Pacific R. R.	27.00	June 27, 1892	Route 171037 established to permit an exchange of mails until regular service is authorized.
Coburg to Springfield, Oregon	.....do.....	8.07	Oct. 1, 1891	Route 171007 extended.
Cosmopolis Junction (n. o.) to Cosmopolis, Wash.do.....	1.83	June 27, 1892	Route 171039 established.

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New service.	Corporate title of company.	Division.	Distance. Miles.*	Date of order for com- mencement of railroad service.	Remarks.
Montesano to Oostda, Wash.	Northern Pacific R. R.	8	14.86	May 2, 1892 (June 27, 1892)	Route 171035, Montesano to South Aberdeen es- tablished May 2, 1892, and extended to Oostda June 27, 1892.
Olympia to Gate City, Wash.	do	8	18.56	Oct. 12, 1892	Route 171032 extended.
Port Townsend to Quilchena, Wash.	Port Townsend So. R. R.	8	27.50	Sept. 23, 1891	Route 171033 established.
Pullman, Wash., to Julietta, Idaho	Northern Pacific R. R.	8	38.10	Nov. 9, 1891	Route 170008 established.
Redlands to Montone, Cal.	Southern Pacific R. R.	8	3.14	Sept. 4, 1891	Route 176056 extended.
Salt Lake City to El Dorado, Utah.	West Side Rapid Transit Co.	8	9.37	Sept. 10, 1891	Route 169016 established.
Seattle to Fairview and Southern Rwy. junction (n. o.), Wash.	Seattle and Montana R. R.	8	78.50	Jan. 18, 1892	Route 171008 established.
Elk Rapids to Baldwin, Mich.	Chicago and West Michigan Rwy	9	94.08	Feb. 1, 1892	Route 137093 extended to Elk Rapids, Mich., 21.18 miles.
Lake Ann to Manistee, Mich.	Manistee and Northeastern R. R.	9	50.89	Mar. 15, 1892	Route 137084 extended to Lake Ann, Mich., 7.83 miles.
Missaukee Junction (n. o.) to Lake City, Mich.	Grand Rapids and Indiana R. R.	9	11.58	Mar. 21, 1892	Route 137050 extended to Lake City, Mich.
St. Paul to Minneapolis, Minn.	Chicago, St. Paul, Minn., and Omaha Rwy.	10	9.95	Mar. 13, 1891	Route 141025 extended.
Do	Minneapolis Street Rwy. Co., and St. Paul City Rwy. Co.	10	10.60	July 6, 1891	
St. Ignace to Mackinaw City, Mich.	Mackinaw Transportation Co.	10	7.83	Sept. 4, 1891	
West End Junction (n. o.) to Fond du Lac, Minn.	St. Paul and Duluth R. R.	10	9.07	Sept. 28, 1891	
Cloquet to Duluth, Minn.	North Star Construction Co.	10	Not stated	Jan. 14, 1892	
Kewaunee to Green Bay, Wis.	Kewaunee, Green Bay and Western R. R.	10	34.62	Feb. 28, 1892	
Marshfield to Greenwood, Wis.	Northern Pacific R. R.	10	23.37	Apr. 22, 1892	
Spring Valley, Minn., to Osage, Iowa.	Winona and Southwestern R. R.	10	37.60	May 2, 1892	
Eagle Bend to Park Rapids, Minn.	Great Northern Rwy.	10	54.90	May 25, 1892	
New Brighton to Irondale, Minn.	Minneapolis Belt Line Ry. and Transfer Co.	10	1.57	June 1, 1892	
Allen Station (n. o.) to Nehalem, Mont.	Montana Central Rwy	10	56.45	June 8, 1892	Route 143071 extended.
Monarch to Clendenin, Mont.	do	10	11.37	do	
Hankinson to Valley City, N. Dak.	do	10	82.95	do	
Minnehahia to Hot Springs, S. Dak.	Minneapolis, St. Paul, and Sault de St. Marie Rwy.	10	13.88	do	
Wausau to Marshfield, Wis.	Burlington and Mo. River in Nebr.	10	42.14	June 23, 1892	
Nellisville to Marshfield, Wis.	Milwaukee, Lake Shore and Western Rwy	10	23.21	do	
Chenango Junction (n. o.) and Velasco, Tex.	Chicago, St. Paul, Minn., and Omaha Rwy	11	20.25	Apr. 4, 1892	New service.
Fairview and Arkadelphia, Ark.	Yellico Terminal	11	17.45	May 23, 1892	Extended to begin at Fairview, Ark.; increase distance 6.02 miles.
Houston and Columbia, Tex.	Ultima Thule, Arkadelphia and Mississippi	11	51.05	July 1, 1891	New service.
Oklahoma and Fort Reno, Okla.	International and Great Northern	11	31.00	Apr. 4, 1892	Do.
Weatherford and Mineral Wells, Tex.	Choctaw Coal and Railway Co.	11	23.49	Sept. 21, 1891	Do.
	Weatherford, Mineral Wells and Northwest'n	11			

RAILWAY MAIL SERVICE—NEW R. P. O. SERVICE

TABLE L'.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1892.

New service.	Corporate title of company.	Division.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
North Adams, Mass., and Troy, N. Y. Williamantic and New Haven, Conn. Central Barnstead and Hooksett, N. H. Boston and Plymouth, Mass. Albany, N. Y., and Rutland Vt.	Fitchburg New York, New Haven and Hartford Concord and Montreal Old Colony Delaware and Hudson Canal Company's R. R.	1 1 1 1 2	Miles 46.47 54.69 24.61 38.69 102.27	Oct. 1, 1891 Jan. 8, 1892 May 1, 1892 June 13, 1892 July 20, 1891	Extension of line R. P. O. cars. New service. Additional line. Do. Do. Rouses Point and Albany R. P. O. Additional R. P. O. service, in apartment car, making double daily service over that portion of the line between Albany, N. Y., and Rutland Vt. Oyster Bay and Long Island City R. P. O. Service on this line between Mineola and Long Island City is in addition to the Greenvale and New York and Echo and Long Island City R. P. O.'s, and between Jamaica and Long Island City is additional to the Sag Harbor and New York R. P. O. R. P. O. service is performed in apartment car. May 11, 1892, service increased to double daily. (Department order of May 6.) New York and Dunkirk R. P. O. Short run. Additional service on New York, Lake Erie and Western, trains 10 and 29, in apartment car, making double daily R. P. O. service over that portion of New York and Dunkirk R. P. O. between Hornellsville and Salamanca, N. Y. New York, Scranton and Buffalo R. P. O. Extension of Binghamton and New York R. P. O. to Buffalo, N. Y., and changing designation of the R. P. O. Towanda and Lopez R. P. O. Extension of Towanda and Bernice R. P. O. to Lopez, Pa., and changing designation of R. P. O. Philadelphia and "Rissled R. P. O. Additional service in apartment car on train 86, leaving Dover, Del., at 7.09 a. m., this, with trains 92 and 94, making three daily R. P. O.'s northbound. This is provided for by taking the helter off train 92.
Oyster Bay and Long Island City, N. Y.	Long Island R. R.	2	33.28	Oct. 15, 1891	
Hornellsville and Salamanca, N. Y.	New York, Lake Erie and Western R. R.	2	82.07	Nov. 2, 1891	
Binghamton and Buffalo, N. Y.	Delaware, Lackawanna and Western R. R.	2	203.55	Nov. 9, 1891	
Bernice and Lopez, Pa.	Lehigh Valley R. R.	2	4.03	Nov. 2, 1891	
Philadelphia, Pa., and Dover, Del.	Philadelphia, Wilmington and Baltimore R. R.	2	75.22	Aug. 4, 1891	

REPORT OF THE POSTMASTER-GENERAL.

New service.	Corporate title of company.	Division.	Distance.	Date of order for commencement of railway post-office service.	Remarks.
Butler and Pittsburg, Pa.	Pittsburg and Western R. R.	2	Miles. 38.63	Dec. 2, 1891	Erle, Butler and Pittsburg R. P. O. Extension of Greenville and Butler R. P. O. to Erie and Pittsburg, Pa., and changing designation of R. P. O. Service between Callery and Pittsburg, on this line, is in addition to the Pittsburg, Akron and Chicago R. P. O.
New York, N. Y., and Pittsburg, Pa.	Pennsylvania R. R.	2	443.20	Dec. 20, 1891	New York and Pittsburg R. P. O. Additional R. P. O. service on Pennsylvania R. R. train 25, consisting of a line of 60-foot cars (1 letter, 1 paper, and 1 baggage storage car).
Harrisburg and D. & M. Junc. (n. o.), Pa.	Philadelphia and Reading R. R.	2	12.8	July 13, 1891	Harrisburg and Gettysburg R. P. O. Change in terminus of Harrisburg R. P. O. to be- gin at Harrisburg, and changing designation of R. P. O.
Easton and Salisbury, Md.	Baltimore and Eastern Shore R. R.	2	41.62	Sept. 1, 1891	Berlin and Easton R. P. O. Extension of Berlin and Salisbury R. P. O. to Easton, Md., and chang- ing designation of R. P. O.
New Hope and Philadelphia, Pa.	Northeast Pennsylvania R. R.	2	37.57	Dec. 7, 1891	New Hope and Philadelphia R. P. O. New service in apartment car. Between Glenside and Phila- delphia, Pa., the service is in addition to the Bethlehem and Philadelphia R. P. O.
New Holland and Lancaster, Pa.	Pennsylvania R. R.	2	13.09	Dec. 21, 1891	Downingtown and Lancaster R. P. O. Extension of Downingtown and New Holland R. P. O. and changing designation of R. P. O. Service be- tween Conestoga Junction (n. o.) and Lancaster, Pa., is in addition to New York and Pittsburg R. P. O.
Rome and Utica, N. Y.	Rome, Watertown and Ogden R. R.	2	14.47	Dec. 31, 1891	Norwood and Utica R. P. O. Extension of Nor- wood and Rome R. P. O. to Utica, N. Y., and changing designation of the R. P. O. Service between Rome and Utica is in addition to the New York and Chicago R. P. O.
Harrison Valley and Mills, Pa.	Fall Brook Coal Company's R. R.	2	1.86	Mar. 1, 1892	Lawrenceville and Mills R. P. O. Extension of Lawrenceville and Harrison Valley R. P. O. to Mills, Pa., and changing designation of the R. P. O.
Bloesburg and Hoytville, Pa.	New York, Lake Erie and Western R. R.	2	22.52	Feb. 22, 1892	Elmira and Hoytville R. P. O. Extension of El- mira and Bloesburg R. P. O. to Hoytville, Pa., and changing designation of the R. P. O.

RAILWAY MAIL SERVICE—NEW R. P. O. SERVICE.

Lyons and Geneva, N. Y.		Fall Brook Coal Company's R. R.		Lyons and Williamsport R. P. O. Extension of Geneva and Williamsport R. P. O., to begin at Lyons, N. Y., and changing designation of the R. P. O.	
Buffalo, N. Y., and Larabee, Pa.	2	Western New York and Pennsylvania R. R.	2	Mar. 3, 1892	14.48
Williamsport and Pottsville, Pa.	2	Philadelphia and Reading R. R.	2	Apr. 7, 1892	88.00
Cumberland Gap to East Cumberland Gap, Tenn.	3	Louisville and Nashville.	3	May 5, 1892	117.10
Weston to Backhannon, W. Va.	3	West Virginia and Pittsburgh.	3	July 7, 1891	2.40
Delta to Peach Bottom, Pa.	3	Baltimore and Lehigh.	3	Aug. 1, 1891	16.70
Tomasia to Murphy, N. C.	3	Richmond and Danville.	3	Aug. 6, 1891	5.70
Lynchburg, Va., to Charlotte, N. C.	3	do	3	Sept. 1, 1891	5.27
Richmond to Danville, Va.	3	do	3	Aug. 1, 1891	208.90
Boxton to Durham, N. C.	3	Lynchburg and Durham.	3	Aug. 27, 1891	141.08
Cumberland, Md., to Elkins, W. Va.	3	Richmond and Danville.	3	do	31.00
Washington, D. C., to Lynchburg, Va.	3	West Va. Central and Pittsburgh.	3	Aug. 31, 1891	28.21
Weston to Sutton, W. Va.	3	Richmond and Danville.	3	Sept. 29, 1891	114.70
Henderson to Durham, N. C.	3	West Virginia and Pittsburgh.	3	Oct. 3, 1891	174.04
Bennettsville, N. C., to Pegguluis, S. C.	3	Durham and Northern.	3	Oct. 14, 1891	44.52
Winston to Wilkesboro, N. C.	3	Charleston, Sumter and Northern.	3	Nov. 24, 1891	42.05
Glyndon to Baltimore, Md.	3	Richmond and Danville.	3	Dec. 1, 1891	122.83
Fairmont to Clarksburg, W. Va.	3	Western Maryland.	3	Nov. 30, 1891	76.24
Martinsburg, W. Va., to Cumberland, Md.	3	Monongahela.	3	do	19.68
Kenova to Dunlow, W. Va.	3	Baltimore and Ohio.	3	Dec. 9, 1891	33.42
Sutton to Clarksburg, W. Va.	3	Norfolk and Western.	3	Dec. 30, 1891	78.00
Salisbury to Norwood, N. C.	3	West Virginia and Pittsburgh.	3	Mar. 21, 1892	46.16
		Richmond and Danville.	3	May 19, 1892	25.60
			3	May 24, 1892	40.79

Extension of the Corbin and Cumberland Gap R. P. O.; service previously performed by the Northern and Cumberland Gap R. P. O.
 Extension of Clarksburg and Western R. P. O. Extension of York and Baltimore R. P. O. Discontinued August 30, 1891.
 Extension of Asheville and Tomatia R. P. O. One additional line of R. P. O. cars established on routes 114016 and 114038. Discontinued from October 3, 1891.
 Additional line of apartment cars established. Extension of Lynchburg and Roxboro R. P. O. High Point and Ashboro R. P. O. established. Additional line of apartment cars established. Additional line of 40-foot cars established. Western and Sutton R. P. O. established. Henderson and Durham R. P. O. established. Extension of Fayetteville and Bennettsville R. P. O. taking up and discontinuing the Sumter and Pegguluis R. P. O.
 Extension of the Greensboro and Winston R. P. O. taking up and discontinuing the Winston and Wilkesboro R. P. O.
 Extension of Glyndon and Gettysburg R. P. O. Fairmont and Clarksburg R. P. O. established. Run of clerks in the Cumberland and Pittsburgh R. P. O. trains 9 and 10 extended to Martinsburg, W. Va.
 Kenova and Dunlow R. P. O. established. Weston and Sutton R. P. O. extended to Clarksburg.
 Salisbury and Norwood R. P. O. established.

TABLE L'.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1892.—Continued.

New service.	Corporate title of company.	Division.	Distance. Miles.	Date of order for com- mencement of railway post- office service.	Remarks.
East Cumberland Gap to Cumberland Gap, Tenn.	Louisville and Nashville.....	3	2.40	June 30, 1892	Norton and East Cumberland Gap R. P. O. ex- tended to Cumberland Gap, Tenn.
Washington, D. C., to Huntington, W. Va.....	Chesapeake and Ohio.....	3	440	.....	Additional line of 40-foot cars established on routes 114005, 114025, and 114050, between Wash- ington, D. C., and Huntington, W. Va. Date for commencement of service not fixed.
Atlanta, Ga., and Birmingham, Ala.....	Richmond and Danville R. R.....	4	187	July 7, 1891	Service on trains 52 and 53 making double daily.
Charlotte, N. C., and Atlanta, Ga.....	do.....	4	268.24	Oct. 1, 1891	Service on trains 11 and 18 making triple daily.
Meridian, Miss., and Mobile, Ala.....	Mobile and Ohio R. R.....	4	135	Aug. 11, 1891	Service on trains 1 and 2, Jackson and Mobile R. P. O.
Chattanooga, Tenn., and Gadsden, Ala.....	Chattanooga Southern Rwy.....	4	92.20	Nov. 14, 1891	New line.
Knoxville, Tenn., and Blue Ridge, Ga.....	Marietta and North Georgia R. R.....	4	122.34	Oct. 7, 1891	Extension of Murphy and Marietta R. P. O.
Clinton, S. C., and Athens, Ga.....	Georgia, Carolina and North R. R.....	4	169	Feb. 8, 1892	Extension of Monroe and Clinton R. P. O.
Athens, Ga., and Dublin, Ga.....	do.....	4	66	May 31, 1892	Do.
Macon, Ga., and Dublin, Ga.....	do.....	4	55	Mar. 25, 1892	New line.
Selwern, S. C., and Allendale, S. C.....	do.....	4	55	Mar. 25, 1892	Do.
Detroit, Mich., to Cincinnati, Ohio.....	Dayton and Michigan and Cincinnati, Hamil- ton and Dayton R. R's.....	5	203	Sept. 1, 1891	Establishment of one line of 50-foot railway post- office cars between Toledo and Cincinnati, Ohio, to supersede one line of 40-foot cars.
Versailles to Irvine, Ky.....	Richmond, Nicholasville, Irvine and Beatty- ville R. R.....	5	60.78	Oct. 19, 1891	New railroad.
Anderson to North Vernon, Ind.....	Cincinnati, Wabash and Michigan Rwy.....	5	38.80	Oct. 26, 1891	Rushville and North Vernon R. P. O. extended to Anderson, Ind.
Chicago, Ill., Richmond, Ind., to Cincinnati, Ohio.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	5	300.40	.....do.....	Establishment of one line of 40-foot railway post- office cars on night line, in place of apartment cars.
Louisville, Ky., to Memphis, Tenn.....	Newport News and Mississippi Valley Rwy.....	5	187.12	Nov. 12, 1891	Additional apartment-car service placed on trains 1 and 2 between Paducah, Ky., and Memphis, Tenn.
Pittsburg, Pa., to St. Louis, Mo.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy. and Terre Haute and Indianapolis R. R.....	5	623.11	Nov. 13, 1891	Additional line of 50-foot railway post-office cars.
Pittsburg, Pa., to Chicago, Ill.....	Pennsylvania Co.....	5	468.20	.....do.....	Additional line of 50-foot railway post-office cars established on trains 5 and 8, in effect December 21, 1891.
Pittsburg, Pa., Akron, Ohio, to Chicago.....	Baltimore and Ohio R. R.....	5	75.20	Nov. 16, 1892	Pittsburg and Akron R. P. O. extended.
Knoxville to Huntsville, Tenn.....	East Tennessee, Virginia and Georgia and Cincinnati, New Orleans and Texas Pacific R. R's.....	5	4.30	Dec. 7, 1891	Keasley and Knoxville R. P. O. extended to Hun- tsville, Tenn.

RAILWAY MAIL SERVICE—NEW R. P. O. SERVICE.

Irvington to Fordaville, Ky.....	Louisville, Hartlineburg and Western Rwy.....	5	4.50	Dec. 9, 1891	R. P. clerk of Irvington and Fordaville R. P. O. to also perform service over closed-pouch route between Dempster Junction (n. v.) and Falls of Rough, Ky.
Paducah, Ky., to Hollow Rock, Tenn.....	Paducah, Tennessee and Alabama Rwy.....	5	22.89	Jan. 23, 1892	Paducah and Paris R. P. O. extended.
Kokomo, Ind., to Louisville, Ky.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	5	54.00	Jan. 27, 1892	Indianapolis and Louisville R. P. O. extended.
Anderson to Waveland, Ind.....	Midland Rwy.....	5	14.40	Mar. 15, 1892	Anderson and Ladoga R. P. O. extended.
Columbus, Ohio, to Kenova, W. Va.....	Norfolk and Western R. R.....	5	7	do	Columbus and Ashland R. P. O. extended.
Pikeville to Chattanooga, Tenn.....	Nashville, Chattanooga and St. Louis Rwy.....	5	20.33	Mar. 24, 1892	Dunlap and Bridgeport R. P. O. extended to Pikeville, Tenn.
		5	28.19	June 9, 1892	Pikeville and Bridgeport R. P. O. extended to Chattanooga, Tenn.
Huntington, W. Va., to Cincinnati, Ohio.....	Chesapeake and Ohio Rwy.....	5	100.39	June 16, 1892	Additional line of 40-foot railway post-office cars established.
Pittsburg, Pa., to Chicago, Ill.....	Pennsylvania Co.....	5	188.70	Oct. 1, 1891	Additional apartment-car service placed on train 31 between Pittsburg, Pa., and Crestline, Ohio.
Pittsburg, Pa., to St. Louis, Mo.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	5	191	Nov. 3, 1892	R. P. O. service placed on train 10 between Columbus, Ohio, and Pittsburg, Pa.
Cincinnati, Ohio, to Chattanooga, Tenn.....	Cincinnati, New Orleans and Texas Pacific Rwy.....	5	338.70	Feb. 1, 1892	Additional service placed on trains 7 and 8.
Pittsburg, Pa., to St. Louis, Mo.....	Pittsburg, Cincinnati, Chicago and St. Louis Rwy.....	5	379.37	Feb. 15, 1892	Additional service placed on trains 5 and 4 between Pittsburg, Pa., and Indianapolis, Ind.
		5	188.37	Mar. 7, 1892	Additional local service placed on trains 45 and 46 between Columbus, Ohio, and Indianapolis, Ind.
Pittsburg, Pa., to Chicago, Ill.....	Pennsylvania Co.....	5	146.90	Apr. 30, 1892	Additional apartment-car service placed on trains 37 and 38 between Fort Wayne, Ind., and Chicago, Ill.
Kearney to Callaway, Nebr.....	Kearney and Black Hills Rwy.....	6	66.08	June 25, 1891	New service.
Glenrock to Casper, Wyo.....	Fremont, Elkhorn and Missouri Valley R. R.....	6	24.88	July 18, 1891	Chadron and Glenrock extended.
Manchester to Cedar Rapids, Iowa.....	Illinois Central R. R.....	6	85.12	July 30, 1891	New double daily service.
Bureau to Peoria, Ill.....	Chicago, Rock Island and Pacific R. R.....	6	47.03	Aug. 19, 1891	Additional service on trains Nos. 305 and 306.
Omaha to Valley, Nebr.....	Union Pacific R. R.....	6	34.80	Aug. 31, 1891	Valparaiso and Beatrice extended to commence at Omaha.
Aurora to Kearney, Nebr.....	Burlington and Missouri River R. R. in Nebraska.....	6	66.30	Sept. 1, 1891	New service.
Forest City to Iowa Falls, Iowa.....	Burlington, Cedar Rapids and Northern R. R.....	6	64.40	Aug. 31, 1891	Do.
Crawford, Nebr., to Deadwood, S. Dak.....	Burlington and Missouri River R. R. in Nebraska.....	6	161.30	Sept. 14, 1891	Lincoln and Crawford extended.
Chicago to Sterling, Ill.....	Chicago and Northwestern R. R.....	6	100.50	Oct. 24, 1891	Additional service, Chicago and Cedar Rapids line.
Chicago to Peru, Ill.....	Chicago, Rock Island and Pacific R. R.....	6	100.00	do	Additional service, Chicago and West Liberty line.
Chicago to Elgin, Ill.....	do.....	6	42.80	Oct. 27, 1891	Lake Geneva and Elgin extended to commence at Chicago.
Chicago, Ill., to Lake Geneva, Wis.....	Chicago and Northwestern R. R.....	6	87.09	do	Additional service, Chicago and Lake Geneva line.
Chicago to Sreator, Ill.....	Chicago Burlington and Quincy.....	6	97.70	Oct. 31, 1891	Additional service on trains Nos. 9 and 10.
Chicago to Rockford, Ill.....	Chicago and Northwestern R. R.....	6	93	do	Additional service, Chicago, Freeport and Duquenois lines.
Crawford to Omaha, Iowa.....	do.....	6	85	Nov. 6, 1891	Additional service over Carroll and Merrill and

TABLE L'.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1892—Continued.

New service.	Corporate title of company.	Division.	Distance. <i>Miles.</i>	Date of order for com- mencement of railway post- office service.	Remarks.
Onawa to Sioux City, Iowa	Chicago and Northwestern R. R.	6	37.20	Nov. 6 1891	Additional service over Des Moines and Sioux City, Minneapolis and Council Bluffs, and Sioux City and Council Bluffs lines. Carroll and Sioux City R. P. O. established.
Chicago, Ill., to Kansas City, Mo.	Atchafson, Topeka and Santa Fe R. R.	6	453.18	Nov. 10, 1891	Additional service, Chicago and Fort Madison and Fort Madison and Kansas City lines.
Centralia to Duquoin, Ill.	Illinois Central R. R.	6	36.10	Mar. 17, 1892	Chicago and Centralia night line extended to Cairo; Duquoin and Cairo run discontinued.
Lincoln to Grand Island, Nebr.	Burlington and Missouri River R. R. in Nebraska.	6	92	Apr. 30, 1892	Additional service, Lincoln and Deadwood line.
Republican City to Hastings, Nebr.	do.	6	81.50	.....do.....	Republican City and Oberlin extended to commence at Hastings.
Des Moines to Hawarden, Iowa.	Chicago and Northwestern R. R.	6	233.60	May 11, 1892	Additional service over Des Moines and Sioux City and Tama and Hawarden lines.
Lincoln to Wymore, Nebr.	Burlington and Missouri River R. R. in Nebraska.	6	61.80	May 12, 1892	Additional service, Lincoln and Concordia line.
Omaha to Norfolk, Nebr.	Fremont, Elkhorn and Missouri Valley R. R.	6	118.90	May 20, 1892	Additional service over Omaha and Hastings and Missouri Valley and Long Pine lines. Omaha and Norfolk R. P. O. established.
Elmot, Ark., to Memphis, Tenn.	St. Louis and New Orleans Anchor Line.	7	25.50	June 25, 1891	River service; Cairo Ill., and Elmot, Ark., R. P. O. extended to end at Memphis, Tenn.
Fort Scott, Kans., to Webb City, Mo.	Kansas City, Fort Scott and Memphis.	7	102.30	Nov. 6, 1891	Fort Scott, Kans., and Webb City, Mo., R. P. O. night line established.
Illium to Rico, Colo.	Rio Grande Southern.	7	23.80	Feb. 4, 1892	Montrose and Telluride, Colo., R. P. O. curtailed to Illium and extended to end at Rico, Colo.
Kansas City to Hume, Mo.	Kansas City, Nevada and Fort Smith.	7	82.06	May 28, 1892	Kansas City, Mo., and Hume, Mo., R. P. O. established.
Montrose to Ridgway, Colo.	Denver and Rio Grande.	7	77	Aug. 19, 1891	Montrose and Ridgway, Colo., R. P. O. established.
Ridgway to Telluride, Colo.	Rio Grande Southern.		47.78	June 16, 1892	Nevada, Mo., and Fleming, Kans., R. P. O. established. This service was covered by Nevada, Mo., and Winfield, Kans., R. P. O. prior to October 11, 1891.
Nevada, Mo., and Fleming, Kans.	Missouri Pacific.	7	81.12	.....	Julesburg and Denver, Colo., R. P. O. extended to begin at North Platte, Nebr.
North Platte, Nebr., to Julesburg, Colo.	Union Pacific.	7	202	June 14, 1892	Pueblo and Creede, Colo., R. P. O. established.
Pueblo to Creede, Colo.	Denver and Rio Grande.	7	11	.....do.....	Salida and Grand Junction, Colo., R. P. O. changed to end at Orray, Colo.
Ridgway to Orray, Colo.	do.	7	56.88	Oct. 17, 1891	Salida and Grand Junction, Colo., R. P. O. curtailed to Orray, Colo.
Rich Hill, Mo., to Cornsall Station (n. o.), Kans.	Missouri Pacific.	7			Salida and Grand Junction, Colo., R. P. O. curtailed to Cornsall Station (n. o.) and extended to end at Rich Hill, Mo.

Rio Grande Southern	7	95.80	June 14, 1892	Ridgway and Rico R. P. O. extended to end at Durango, Colo.
St. Joseph and Grand Island	7	175.00	Feb. 17, 1892	Service on St. Joseph, Mo., and Grand Island, Nebr., R. P. O. night trains extended to Grand Island, Nebr.
Chicago and Alton	7	332.00	Dec. 20, 1891	St. Louis to Kansas City, Mo., R. P. O.
Northern Pacific R. R.	8	8.07	Oct. 1, 1892	Coburg to Springfield, Oregon
do	8	1.63	June 27, 1892	Campopolls Junction (n. o.) to Cosmopolis, Wash.
Southern Pacific R. R.	8	70.07	Sept. 6, 1891	Fresno to Porterville, Cal.
Seattle and Northern Rwy.	8	11.66	Apr. 9, 1892	Hamilton, Sedro, Wash.
Southern California Rwy.	8	134.31	June 7, 1892	Los Angeles to National City, Cal.
Rio Grande Western Rwy.	8	25.42	Oct. 1, 1891	Manti to Salina, Utah
Northern Pacific R. R.	8	14.86	May 2, 1892	Montesano to Ocoosa, Wash.
do	8	18.56	June 27, 1892	Olympia to Gate City, Wash.
do	8	38.10	Oct. 12, 1891	Pullman Junction (n. o.), Wash., to Juliaetta, Idaho.
Seattle and Montana Rwy.	8	78.50	Jan. 18, 1892	Seattle to Fairhaven and Southern Railway Junction (n. o.), Wash.
Seattle, Lake Shore and Eastern Rwy.	8	39.59	Apr. 9, 1892	Sedro to Sumas City, Wash.
Rio Grande Western Rwy.	8	101.50	June 2, 1892	Thistle to Ogden, Utah
Southern Pacific R. R.	8	58.30	Oct. 13, 1891	Tracy to Los Banos, Cal.
Oregon Short Line and Western Rwy.	8	7.00	Apr. 19, 1892	Wallace to Mullan, Idaho
Detroit, Lansing and Northern R. R.	9	94.94	Oct. 26, 1891	Detroit, Grand Lodge and Grand Rapids
Toledo, Ann Arbor and North Michigan R. R.	9	35.27	May 31, 1892	Frankfort, Mich., to Toledo, Ohio
Manitowish and Northwestern R. R.	9	53.43	May 23, 1892	Lake Ann to Manitowish, Mich.
Chicago, Saginaw and Muskegon Rwy.	9	21.40	Mar. 15, 1892	Owassee to Muskegon, Mich.
St. Paul and St. Peter Rwy.	10	225.56	July 26, 1891	Winona to Tracy, Minn.
St. Paul and Duluth R. R.	10	50.49	Nov. 12, 1891	Taylor Falls to St. Paul, Minn.
Chicago, Milwaukee and St. Paul Rwy.	10	141.16	Nov. 20, 1891	St. Paul, Minn., to Mason City, Iowa
Chicago and Northwestern Rwy.	10	62.70	Dec. 11, 1891	Chicago to Harvard, Ill.
Chicago, Milwaukee and St. Paul Rwy.	10	12.07	Jan. 6, 1892	Calmar to Decorah, Mich.
Chicago and Northwestern Rwy.	10	69.48	Jan. 12, 1892	Menominee to Escanaba, Mich.
Chicago, St. Paul, Minnesota and Omaha Rwy.	10	45.52	Feb. 13, 1892	Ellsworth, Wis., to St. Paul, Minn.
Chicago, Milwaukee and St. Paul Rwy.	10	94.60	Mar. 1, 1892	Milbank to Aberdeen, S. Dak.
Northern Pacific R. R.	10	107.12	May 17, 1892	Jamestown to Mandan, N. Dak.
				Short run of Chicago and Winona.
				St. Paul and Calmar extended to Decorah.
				Islepadding and Chicago short run extended.
				St. Paul and Aberdeen short run extended.
				St. Paul and Helena short run extended.
				Extension of service on route 171030. Service Anacortes to Sedro formerly covered by Anacortes and Tacoma R. P. O.
				Additional service established, making this line double daily R. P. O.
				Thistle and Manti extended.
				New service, Montesano to South Aberdeen (11.50 m) established May 2, 1892. Extended to Ocoosa June 27, 1892.
				Extension of service, Route 171032 Lake View to Olympia.
				New service, Spokane, Wash. and Genesee, Idaho changed to Spokane, Wash. and Juliaetta, Idaho, R. P. O. Closed pouch service between Pullman Junction and Genesee.
				Blaine and Sedro curtailed to end at F. and S. Junction (n. o.) and extended from F. and S. Junction to Seattle.
				Anacortes and Tacoma changed and extended to begin at Sumas City.
				Thistle and Salina extended to begin at Ogden, Utah. Service between Thistle and Ogden in addition to the Denver, Colo., and Ogden, Utah R. P. O.
				New service.
				Extension of the Wallace, Idaho and Tokio, Wash.
				Extension of service from Grand Lodge to Detroit, Mich.
				Extension of service to Frankfort, Mich.
				New service.
				Extension of service to Owassee, Mich.
				Winona and Watertown night line established.

TABLE L'.—Statement of new railway post-office service established and service extended during the fiscal year ended June 30, 1892—Continued.

New service.	Corporate title of company.	Division.	Distance.	Date of order for com- mencement of railway post- office service.	Remarks.
Elly to Duluth, Minn.	Duluth and Iron Range R. R.	10	<i>Miles.</i> 118.35	May 25, 1892	
Chicago, Ill., to Kenosha, Wis.	Chicago and Northwestern Rwy.	10	52.60	May 27, 1892	Ishpeming and Chicago short run established.
Spring Valley, Minn., to Osage, Iowa	Winona and Southwestern R. R.	10	37.20	May 28, 1892	Winona and Spring Valley extended.
Duluth, Minn., to Ashland, Wis.	Northern Pacific R. R.	10	69.98	May 31, 1892	Ashland and Abbotford extended.
Kenosha to Milwaukee, Wis.	Chicago and Northwestern Rwy.	10	32.99	June 6, 1892	Ishpeming and Chicago short run extended.
Park Rapids to Sauk Centre, Minn.	Great Northern Rwy.	10	91.58	June 10, 1892	
Argenta and Pine Bluff, Ark.	St. Louis and Southwestern.	11	54.79	July 13, 1891	New service.
Coffeyville, Kansas, and Little Rock, Ark.	St. Louis, Iron Mountain and Southern.	11	168.49	Sept. 2, 1891	Double service.
Fort Worth and Brownwood, Tex.	Fort Worth and Rio Grande.	11	30.66	Feb. 15, 1892	Fort Worth and Comanche, Tex., R. P. O. extended.
Gurdon and El Dorado, Ark.	St. Louis, Iron Mountain and Southern.	11	33.25	Sept. 7, 1891	Gurdon and Camden, Ark., R. P. O. extended.
Hempstead and Marble Falls, Tex.	Houston and Texas Central and Austin and Northwestern.	11	78.09	Nov. 23, 1891	Hempstead and Austin, Tex., R. P. O. extended to Marble Falls, Tex.; this takes up and dis-continues the Marble Falls and Austin, Tex., R. P. O.
Mulvane, Kansas, and Pan Handle, Tex.	Atchison, Topeka and Santa Fe.	11	17.61	Nov. 1, 1892	Wellington, Kansas, and Pan Handle, Tex., R. P. O. extended to Mulvane, Kansas.
New Orleans and Buras, La.	New Orleans, Fort Jackson and Grand Island.	11	19.75	Feb. 1, 1892	New Orleans and City Price, La., R. P. O. extended to Buras, La.
Rayville, La., and Natchez, Miss.	New Orleans and Northwestern.	11	77.67	Oct. 28, 1891	New service.
Waco and Yoakum, Tex.	San Antonio and Aransas Pass.	11	86.80	Feb. 15, 1892	New service. Lexington and Yoakum, Tex., R. P. O. extended to begin at Waco, Tex.

TABLE Mth.—Statement of annual salaries of railway postal clerks, June 30, 1892.

Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.	Class.	Annual salary.	Number of railway postal clerks.	Aggregate annual salary.
Fifth.....	\$1,400	71	\$99,400	First.....	\$660	2	\$1,320
Fifth.....	1,300	696	904,800	First.....	650	1	650
Fifth.....	1,200	1	1,200	First.....	640	1	640
Fourth.....	1,150	996	1,144,250	First.....	630	2	1,260
Third.....	1,000	2,564	2,564,000	First.....	610	2	1,220
Second.....	900	1,405	1,264,500	First.....	600	65	39,000
Second.....	890	10	8,900	First.....	580	1	580
Second.....	880	12	10,560	First.....	570	1	570
Second.....	870	15	13,050	First.....	560	1	560
Second.....	860	13	11,180	First.....	540	2	1,080
Second.....	850	10	8,500	First.....	520	1	520
Second.....	840	7	5,880	First.....	510	1	510
Second.....	830	4	3,320	First.....	500	10	5,000
Second.....	820	7	5,740	First.....	450	1	450
Second.....	810	4	3,240	First.....	420	1	420
First.....	800	376	300,800	First.....	410	1	410
First.....	790	4	3,160	First.....	400	4	1,600
First.....	780	1	780	First.....	370	1	370
First.....	770	5	3,850	First.....	360	2	720
First.....	760	6	4,560	First.....	300	11	3,300
First.....	750	4	3,000	First.....	260	1	260
First.....	740	2	1,480	First.....	200	1	200
First.....	730	4	2,920	First.....	150	1	150
First.....	720	30	21,600	First.....	120	3	360
First.....	710	3	2,130	First.....	100	3	300
First.....	700	25	17,500	First.....	60	1	60
First.....	690	2	1,380	First.....	12	5	60
First.....	680	7	4,760	First.....	1	4	4
First.....	670	4	2,680				
				Total.....		6,417	6,480,684

EXHIBIT NO. 1.—Statement of pieces of mail separated (on the cars en route) for city delivery during the fiscal year ended June 30, 1892.

City for which separation was made.	Railway post-office making separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Augusta, Me.....		First.....					175,958.....	
Bangor, Me.....		do.....					107,865.....	
Boston, Mass.....	Boston and Albany.....	do.....	2,460.....				184,500.....	
	Boston, Springfield, and New York.....	do.....	276,005.....		5.....	8.....	20,707,125.....	
Brattleboro, Vt.....		do.....					7,231.....	
Concord, N. H.....		do.....		(*).....			84,985.....	
Portland, Me.....		do.....	3,890.....	50,375.....			291,075.....	
Providence, R. I.....		do.....	14,235.....				1,067,625.....	
New York City, N. Y.....	Boston, Providence, and New York.....	do.....	45,263.....		581.....	892.....	3,394,725.....	
	Boston, Springfield, and New York.....	do.....	265,840.....	285.....	1,961.....	3,129.....	19,938,000.....	
	St. Albans and Troy.....	do.....	9,059.....	899.....	62.....	80.....	679,425.....	
	New York and Dunkirk.....	Second.....	65,851.....	155.....	419.....	572.....	4,938,825.....	
	New York and Pittsburg.....	do.....	511,358.....	212.....	4,241.....	6,341.....	38,351,850.....	
	New York and Mount Pleasant.....	do.....	6,048.....	306.....	51.....	81.....	453,600.....	
	New York and Washington.....	do.....	138,963.....	949.....	1,604.....	2,673.....	10,422,225.....	
	New York, Baltimore, and Washington.....	do.....	33,645.....	13.....	165.....	248.....	2,523,375.....	
	Binghamton and New York.....	do.....	6,801.....		80.....	133.....	510,075.....	
	Brewster and New York.....	do.....	808.....		21.....	25.....	60,225.....	
	Oneida and New York.....	do.....	436.....				32,700.....	
	Philadelphia and Baltimore.....	do.....	7,294.....		44.....	81.....	547,050.....	
	Port Jervis and New York.....	do.....	2,323.....		40.....	47.....	174,225.....	
	Washington and Charlotte.....	do.....	94,530.....	178.....	971.....	1,658.....	7,089,750.....	

* Unworked letters.

EXHIBIT No 1.—Statement of pieces of mail separated (on the cars en route), etc.—Cont'd.

City for which separation was made.	Railway post-office making separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
New York City, N. Y.—Continued.	New York and Chicago.	Ninth	853,421	.....	5,881	9,153	26,506,575	.....
Pittsburg, Pa.	New York and Pittsburg.	Second.	15,229	.....	.....	.....	1,142,175	.....
Philadelphia, Pa.	Barnesville and West Milton.	..do..	472	.....	.....	.....	35,400	.....
	Belvidere and Philadelphia.	..do..	82	.....	.....	.....	6,150	.....
	Berlin and Easton.	..do..	29	.....	.....	.....	2,175	.....
	Bethlehem and Philadelphia.	..do..	157	.....	.....	.....	11,775	.....
	Cape Charles and Norfolk.	..do..	754	306	10	11	56,550	.....
	Georgetown and Frederick City.	..do..	1,442	9	22	29	108,150	.....
	Harrington and Lewes.	..do..	533	.....	1	4	39,975	.....
	Hightstown and Philadelphia.	..do..	318	175	.....	.....	23,850	.....
	New Hope and Philadelphia.	..do..	775	.....	.....	.....	58,125	.....
	New York and Philadelphia.	..do..	9,558	308	30	72	716,850	.....
	New York and Pittsburg.	..do..	234,125	6,679	1,093	3,542	17,559,375	.....
	New York and Washington.	..do..	52,671	7,783	384	778	3,950,325	.....
	Penn Junction and Cape Charles.	..do..	2,640	.....	10	12	198,000	.....
	Philadelphia and Atlantic City.	..do..	3,716	154	116	171	278,700	.....
	Philadelphia and Baltimore.	..do..	629	111	.....	.....	46,500	.....
	Philadelphia and Cape May.	..do..	4,517	451	69	102	338,775	.....
	Philadelphia and Crisfield.	..do..	805	153	19	37	80,375	.....
	Philadelphia and Port Deposit.	..do..	2,717	130	26	45	203,775	.....
	Philadelphia and Port Norris.	..do..	833	94	2	2	62,475	.....
	Philadelphia, Aiken, and Baltimore.	..do..	1,610	.....	13	24	120,750	.....
	Pittsburg and Philadelphia.	..do..	241	.....	.....	.....	18,075	.....
	Reading and Wilmington.	..do..	846	127	2	4	63,450	.....
	Slatington and Reading.	..do..	102	.....	.....	.....	7,600	.....
	South Amboy and Philadelphia.	..do..	1,295	.....	4	4	97,125	.....
	Townsend and Centerville.	..do..	1,695	.....	8	19	127,125	.....
	Whiting and Tucker-ton.	..do..	1,736	.....	4	6	130,200	.....
	Williamsport and Pottsville.	..do..	1,568	.....	2	4	17,460	.....
Washington, D. C.	Baltimore and Grafton.	Third..	25,286	.....	45	63	1,896,450	.....
	Bowling Green and Memphis.	Fifth..	4,796	.....	5	5	359,700	.....
	Chicago and Cincinnati. ^a	..do..	5,228	.....	6	100	398,100	.....
	Chicago and Cincinnati. ^a	..do..	10,894	.....	7	8	817,050	.....
	Cincinnati and Nashville. ^a	..do..	3,249	.....	3	4	243,675	.....
	Cincinnati and Nashville. ^a	..do..	4,589	.....	2	4	341,175	.....
	Cincinnati and St. Louis. ^a	..do..	11,275	.....	24	34	845,625	.....
	Cincinnati and St. Louis. ^a	..do..	14,488	.....	8	9	1,086,800	.....
	Elmira and Baltimore.	Second.	13,264	.....	32	49	964,800	.....
	Grafton and Cincinnati. ^a	Fifth..	12,496	.....	6	5	837,200	.....
	Grafton and Cincinnati. ^a	..do..	24,560	.....	9	18	1,842,000	.....
	New York and Pittsburg.	Second.	18,262	89	23	84	1,370,650	.....

EXHIBIT No. 1.—Statement of pieces of mail separated (on the cars en route), etc.—Cont'd.

City for which separation was made.	Railway post-office making separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Washington, D. C.—Continued.	New York and Washington.	Second.	16,884		25	32	1,228,800	
	Pittsburg and Cincinnati.	Fifth ..	2,609		5	5	195,675	
	Pittsburg and St. Louis.	...do ...	5,051		22	25	378,825	
	Washington and Charlotte.	Third..	27,821		125	162	2,086,575	
	Washington and Wilmington.	...do ...	25,077		68	83	1,880,775	
Jacksonville, Fla ...	Wilmington and Jacksonville.	Fourth.	15,777				1,183,275	
St. Augustine, Fla ...	Wilmington and Jacksonville.	...do ...	4,173				312,975	
Cincinnati, Ohio ...	Chicago and Cincinnati.	Fifth ..	48,889				3,516,675	
	Cincinnati and Nashville.	...do ...	20,355				1,626,625	
	Cincinnati and St. Louis.	...do ...	43,684				3,276,300	
	Cleveland and Cincinnati.	...do ...	58,908				4,418,100	
	Pittsburg and Cincinnati.	...do ...	60,456				4,534,200	
Louisville, Ky	Cincinnati and Nashville.	...do ...	16,620				1,246,500	
	Cincinnati and St. Louis.	...do ...	12,536				940,200	
Chicago, Ill.....	New York and Chicago. ¹	Ninth ..	36,572				2,742,900	
	Detroit and Chicago. ¹	...do ...	11,414				856,050	
	Chicago and Burlington. ¹	Sixth ..	73,084				5,481,300	
	Chicago and Cedar Rapids. ¹	...do ...	12,751				956,325	
	Chicago and St. Louis. ¹	...do ...	28,484				2,136,300	
St. Louis, Mo	Chicago and Minneapolis.	Tenth..	198,600				14,885,000	
	Chicago and St. Louis. ¹	Sixth ..	12,322				924,150	
	St. Louis and Burton.	Seventh	19,996				1,499,700	
	St. Louis and Council Bluffs.	...do ...	38,596				2,894,700	
	St. Louis and Kansas City.	...do ...	8,258				619,350	
Kansas City, Mo....	St. Louis and Kansas City. ¹	...do ...	92,563				6,942,225	
	Kansas City and Denver.	...do ...	12,685				951,375	
	Kansas City and Pueblo.	...do ...	22,663				1,699,725	
	Kansas City and Wellington.	...do ...	11,770				882,750	
	St. Louis and Kansas City. ¹	...do ...	41,176				3,088,200	
Los Angeles, Cal....	Albuquerque and Los Angeles.	Elighth.	19,465				1,450,875	
	San Francisco and Los Angeles.	...do ...	30,683	*33			2,301,225	761,250
Portland, Oregon ...	Huntington and Portland.	...do ...	86,311	*35			6,473,325	
	Portland and San Francisco.	...do ...	27,226				2,041,950	
Sacramento, Cal	Ogden and San Francisco.	...do ...	36,359				2,726,925	
San Francisco, Cal..	Ogden and San Francisco.	...do ...	355,000	4896			26,629,500	
	Portland and San Francisco.	...do ...	73,921				5,544,075	
	San Francisco and Los Angeles.	...do ...	44,984				3,374,550	
Rochester, N. Y	New York and Chicago.	Ninth..	3,706				277,950	
Buffalo, N. Y	New York and Chicago. ²	...do ...	16,373				1,227,975	

¹ By clerks detailed from post-office.² Delayed mails.³ By detailed clerks from city post-offices.⁴ Delayed and double mails.

EXHIBIT No. 1.—Statement of pieces of mail separated (on the cars en route), etc.—Cont'd.

City for which separation was made.	Railway post-office making separation.	Division to which R. P. O. is assigned.	Packages distributed.	Packages undistributed.	Incorrect slips.	Errors.	Letters distributed (75 to the package).	Papers distributed.
Buffalo, N. Y.—Con.	New York and Chicago.	Ninth.	28, 019				2, 101, 425	
Cleveland, Ohio.....	New York and Chicago.	do	5, 836				437, 700	
Detroit, Mich.....	Detroit and Chicago.	do	6, 751				506, 325	
Milwaukee, Wis.....	Ishpeming and Chicago.	Tenth.	15, 600				1, 170, 000	
Racine, Wis.....	Ishpeming and Chicago.	do	4, 020				301, 500	
St. Paul, Minn.....	Chicago and Minneapolis.	do	142, 140				10, 060, 500	58, 400
Spokane Falls, Wash.	Helena and Spokane.	do	7, 455				550, 125	
Kansas City, Mo. ¹ ..	St. Louis and Kansas City.	Seventh	41, 176				3, 088, 200	
St. Louis, Mo. ¹	St. Louis and Kansas City.	do	92, 563				6, 942, 225	
Total			4, 331, 503	22, 102	18, 513	29, 910	324, 869, 475	819, 650

¹ By clerks detailed from city post-office.

EXHIBIT No. 2.—Statement of "nizie" matter originating in the offices mentioned below or sent to these offices by the Railway Mail Service for proper disposition during the fiscal year ended June 30, 1892.

Reported by the superintendent of mails at—	First-class matter.							Total.
	Division.	Returned to writer.	Corrected and forwarded.	Wrong addresses. Sent to Dead-Letter Office.	Insufficient address. Sent to Dead-Letter Office.	Miscible addresses. Sent to Dead-Letter Office.	Held for postage.	
Boston, Mass.....	1	17, 690	86, 643	15, 412	3, 914	249	13, 467	137, 375
Albany, N. Y.....	2	3, 202	3, 467	290	886	81	292	7, 710
Brooklyn, N. Y.....	2	4, 237	13, 629	5, 351	2, 123	529	2, 061	28, 538
Buffalo, N. Y.....	2	8, 086	843	1, 252	1, 155	258	2, 629	14, 430
New York, N. Y.....	2	112, 395	517, 708		139, 989		42, 775	812, 893
Philadelphia, Pa.....	2	94, 524	256, 075	339	5, 850	108	83, 897	440, 797
Pittsburg, Pa.....	2	34, 738	60, 198	2, 088	1, 788	149	4, 842	103, 803
Rochester, N. Y.....	2	4, 225	1, 701	1, 697	776	279	2, 916	11, 593
Syracuse, N. Y.....	2	10, 650	3, 610	285	435	38	1, 652	16, 654
Washington, D. C.....	3	50, 000	79, 713	9, 233	8, 956	407	4, 147	152, 450
Atlanta, Ga.....	4	30, 343	28, 598	6, 220	3, 650	220	4, 192	73, 236
Charleston, S. C.....	4	11, 325	12, 777	3, 631	223	70	165	28, 192
Jacksonville, Fla.....	4	1, 004	602	570	593	492	371	3, 671
New Orleans, La.....	4	59, 227	81, 173	3, 993	3, 285	1, 795	785	150, 202
Cincinnati, Ohio.....	5	96, 277	90, 150	11, 659	9, 729	892	17, 679	226, 364
Louisville, Ky.....	5	23, 885	25, 793	960	1, 366	335	3, 037	55, 375
Nashville, Tenn.....	5	5, 405	2, 340	1, 250	294	207	3, 267	12, 866
Toledo, Ohio.....	5	6, 627	1, 727	28	44	82	3, 539	11, 993
Indianapolis, Ind.....	5	7, 744	2, 532	1, 320	536	81	2, 205	14, 427
Dayton, Ohio.....	5	5, 104	148	32	352	56	1, 808	6, 608
Columbus, Ohio.....	5	4, 487	1, 058	226	832	7	6, 989	11, 897
Memphis, Tenn.....	5	8, 413	2, 961	437	58	130	819	12, 806
Chicago, Ill.....	6	370, 072	253, 112	54, 600			143, 084	820, 898
St. Louis, Mo.....	7	144, 867	75, 558	84, 111	513	117	8, 850	314, 016
Kansas City, Mo.....	7	18, 460	56, 670	1, 367	1, 584	84	18, 784	96, 889
Denver, Colo.....	7	3, 435	1, 549	43	80	2		5, 109
San Francisco, Cal.....	8	88, 832	29, 841	6, 937	4, 164	730	10, 508	91, 012
Los Angeles, Cal.....	8	4, 868	3, 780	1, 821	2, 232	108	10, 212	29, 021
Cleveland, Ohio.....	9	78, 237	30, 335	14, 426	10, 445			123, 043
St. Paul, Minn.....	10	36, 413	85, 137	4, 648	7, 504	151	4, 200	138, 053
		1, 294, 772	1, 809, 447	234, 195	211, 965	7, 527	405, 422	3, 963, 318

EXHIBIT No. 2.—Statement of "nixie" matter originating in the offices mentioned below or sent to these offices by the Railway Mail Service, etc.—Continued.

Report by superintendent of mails at—	Division.	Second-class matter.				Third-class matter.				Total.
		Returned to pub- lishers.	Corrected and for- warded.	Canadian matter. Sent to Dead-Let- ter Office.	Total.	Returned to sender.	Sent to Dead-Letter Office.	Disposed of as waste.	Corrected and for- warded.	
Boston, Mass.	1	48,125	897		49,022	41,744	17,459	64,112	97,210	220,525
Albany, N. Y.	2	1,203	632	26	1,861	242	23	494	686	1,445
Brooklyn, N. Y.	2	1,839	45,125		46,964	1,115	11,503	78,575	72,785	163,978
Buffalo, N. Y.	2	2,091	544		2,635	642	549		286	1,477
New York, N. Y.	2	164,000	4,368	324	168,692	124,807	263,750	338,086	11,100	737,743
Philadelphia, Pa.	2	81,207	47,963		129,170	144,454	505	239,874	106,295	491,128
Pittsburg, Pa.	2	4,959	5,875		10,834	13,284		31,492	17,682	62,458
Rochester, N. Y.	2	2,040	1,844	171	3,855	1,068	117	2,791	299	4,875
Syracuse, N. Y.	2	1,293	389		1,682	539		833	450	1,822
Washington, D. C.	3	23,780	18,992		42,772	34,503	4,676	169,162	26,895	235,236
Atlanta, Ga.	4	3,820	3,274		7,094	6,210	14		3,259	9,483
Charleston, S. C.	4	931	737		1,668	687		10,387	784	11,808
Jacksonville, Fla.	4	172	82	4	258	64	27	108	31	225
New Orleans, La.	4	12,029	44,321		56,350	2,939	112		6,092	9,743
Cincinnati, Ohio	5	123,044	50,214		173,258	82,588	*120,406		58,372	261,366
Louisville, Ky.	5	6,316	3,287		9,603	11,136	†816		5,011	16,963
Nashville, Tenn.	5	5,462	1,100		6,562	3,080	†1,167		432	4,059
Toledo, Ohio	5	894	272		1,166	2,965	†4,487		503	7,955
Indianapolis, Ind.	5	2,166	934		3,100	3,551	†1,635		789	5,975
Dayton, Ohio	5	1,472			1,472	5,224	†822			6,096
Columbus, Ohio	5	2,549	1,284		3,833	1,387	†5,694		878	7,959
Memphis, Tenn.	5	3,226	97		3,323	1,288			219	1,507
Chicago, Ill.	6	102,112	23,948		126,060	152,472	219,252		80,868	402,592
St. Louis, Mo.	7	77,126	21,330		98,456	86,568	341,201	301,992	21,932	751,693
Kansas City, Mo.	7	2,640			2,640	980	67	36,300	20,400	63,747
Denver, Colo.	7	339	48		387	1,387		44	143	1,554
San Francisco, Cal.	8	14,682	8,040		22,722	65,546		50,417	9,842	125,805
Los Angeles, Cal.	8	2,280	1,056		3,336	2,160		5,520	1,932	9,612
Cleveland, Ohio	9	53,464	42,059		95,523	19,177		190,781	8,945	218,903
St. Paul, Minn.	10	90,968	28,979		119,947	3,105	72	87,718	23,734	114,629
		836,229	357,491	525	1,194,245	805,422	994,404	1,608,681	523,354	3,952,961

Report by superintendent of mails at—	Division.	Fourth-class matter.				First, second, third, and fourth class.	
		Corrected and for- warded.	Returned to sender.	Held for postage.	Sent to Dead-Letter Office.	Total.	Grand total.
Boston, Mass.	1	4,798	29,612	27,169	2,509	64,088	471,010
Albany, N. Y.	2	130	25	50	12	217	11,241
Brooklyn, N. Y.	2		254	1,956	244	2,454	241,926
Buffalo, N. Y.	2	13	164	6	111	294	18,829
New York, N. Y.	2	912	13,709	7,529	9,602	31,752	1,751,054
Philadelphia, Pa.	2	3,006	7,372	18,553	1,750	30,681	1,091,772
Pittsburg, Pa.	2	196	357			553	177,648
Rochester, N. Y.	2		614	209	92	915	21,239
Syracuse, N. Y.	2	8	28	463	23	522	20,676
Washington, D. C.	3	2,338	841	844	593	4,616	435,080
Atlanta, Ga.	4	1,624	1,769	1,418	141	4,952	94,761
Charleston, S. C.	4	564	521		18	1,103	42,770
Jacksonville, Fla.	4		104	247	39	390	4,505
New Orleans, La.	4	1,269	813	13	95	2,189	218,490
Cincinnati, Ohio	5	2,107	1,329	2,834	169	5,939	666,928
Louisville, Ky.	5	159	357	677	70	1,263	83,205
Nashville, Tenn.	5	40	511			551	24,635
Toledo, Ohio	5	28	30	1,655		1,713	22,841
Indianapolis, Ind.	5	50	62	276		388	23,891

* Including 30,885 held for postage.

† Including 754 held for postage.

‡ Held for postage.

EXHIBIT No. 2.—Statement of "mixie" matter originating in the offices mentioned below or sent to these offices by the Railway Mail Service, etc.—Continued.

Reported by superintendent of mails at—	Fourth-class matter.					First, second, third, and fourth class.	
	Division.	Corrected and for- warded.	Returned to sender.	Held for postage.	Sent to Dead-Letter Office.	Total.	Grand total.
Dayton, Ohio.....	5	.....	288	56	4	348	14, 816
Columbus, Ohio.....	5	814	613	77	.....	1, 004	25, 894
Memphis, Tenn.....	5	71	141	.....	.....	212	17, 850
Chicago, Ill.....	6	6, 028	5, 692	.....	2, 696	14, 116	1, 963, 636
St. Louis, Mo.....	7	2, 940	3, 836	.....	1, 468	8, 244	1, 172, 409
Kansas City, Mo.....	7	87	365	443	78	973	164, 249
Denver, Colo.....	7	24	96	.....	.....	120	7, 170
San Francisco, Cal.....	8	1, 090	4, 090	1, 337	1, 037	7, 554	247, 093
Los Angeles, Cal.....	8	132	149	84	229	594	42, 563
Cleveland, Ohio.....	9	1, 807	2, 218	7, 156	1, 268	12, 449	459, 918
St. Paul, Minn.....	10	1, 966	994	2, 450	374	5, 784	378, 413
		31, 701	76, 653	75, 002	22, 622	205, 978	9, 318, 502

EXHIBIT 3.—Statement of leaves of absence with pay granted to railway postal clerks injured while on duty, together with the amount paid acting clerks employed in their stead during the fiscal year ended June 30, 1892.

Name.	Railway post-office line.	Date of in- jury.	Days on leave of ab- sence.	Days acting clerk was em- ployed.	Amount paid acting clerk.
Andrews, A. J.....	Fayette and Peggalls	Jan. 25, 1892	39	38	\$83. 52
Beal, C. M.....	Chicago, Fort Madison and Kansas City.....	May 4, 1892	56	56	123. 07
Beers, W. L.....	New York and Pittsburg	Feb. 25, 1892	120	106	232. 95
Binford, L. T.....	Cairo and New Orleans.....	June 19, 1891	354	354	773. 65
Bliss, L. T.....	Chicago and Cairo.....	Sept. 14, 1891	8	8	17. 39
Bolens, J. H.....	New York and Chicago.....	Apr. 18, 1891	78	78	169. 56
Boyle, C. D.....	Wilkesbarre and Pottsville	Jan. 28, 1892	18	16	35. 17
Brady, Frank.....	Denver and Georgetown.....	Sept. 13, 1891	150	150	327. 06
Brown, J. C.....	Sedalia and Denison.....	July 7, 1891	60	52	114. 49
Butts, C. H.....	Nashville and Atlanta.....	Nov. 3, 1891	235	235	526. 75
Burlock, W. B.....	Orlando and Wildwood.....	Apr. 14, 1892	9	9	19. 78
Cole, T. H.....	Pacific Junction and McCook.....	May 1, 1892	21	16	35. 16
Carter, B. F.....	Chattanooga, Rome and Atlanta.....	Oct. 16, 1890	107	107	232. 61
Cavin, J. C.....	Ogden and San Francisco.....	July 19, 1891	30	30	65. 22
Cheney, Harrison.....	Rochester and Olean.....	Feb. 29, 1892	57	53	115. 22
Cox, Frank.....	Cumberland and Pittsburg.....	July 17, 1891	30	28	60. 87
Cragg, C. H.....	Baltimore and Grafton.....	Oct. 21, 1891	240	233	510. 58
Currie, Thos. J.....	Oswego and Binghamton.....	Nov. 26, 1891	30	18	39. 13
Daggett, W. A.....	San Francisco and Los Angeles.....	June 15, 1891	351	351	767. 42
Dinsmore, Sam B.....	New York, Hornellsville and Buffalo.....	Dec. 11, 1891	92	92	200. 00
Doebbling, Wm.....	Pittsburg and Cincinnati.....	Nov. 24, 1891	169	165	361. 87
Duncan, D. W.....	Nashville and Atlanta.....	Nov. 3, 1891	180	180	394. 91
Dutcher, E. R.....	Chicago, Fort Madison and Kansas City.....	May 4, 1892	56	56	123. 07
Eason, J. T.....	Cincinnati and Chattanooga.....	Nov. 26, 1891	20	11	23. 91
Elwell, H. A.....	Seattle and Portland.....	Apr. 12, 1892	25	25	54. 94
Evans, David N.....	Dunkirk and Titusville.....	June 18, 1891	1	1	2. 17
Ewing, J. C.....	Lincoln and Manhattan.....	Sept. 10, 1891	38	13	28. 26
Falls, J. L.....	Kansas City and Beatrice.....	Feb. 29, 1892	38	31	68. 13
Ford, E. W.....	El Paso and Los Angeles.....	June 10, 1891	14	14	80. 43
Fowler, T. F.....	Nashville and St. Louis.....	June 13, 1891	118	118	254. 52
Fox, Geo. R.....	Chicago and Louisville.....	Jan. 11, 1892	20	12	26. 37
Gilbert, W. A.....	New Orleans and Marshall.....	Jan. 30, 1892	40	40	87. 92
Goldsmith, H. H.....	Belvidere and Philadelphia.....	Jan. 15, 1892	167	167	367. 04
Graham, J. W.....	Atlanta and Brunswick.....	Dec. 24, 1891	82	82	180. 08
Grant, A. S.....	Albuquerque and Los Angeles.....	Jan. 22, 1892	40	40	87. 92
Halcomb, C. B.....	Washington and Charlotte.....	July 24, 1891	82	82	178. 26
Halloway, C. P.....	Huntington to Portland.....	Dec. 29, 1891	29	29	63. 74
Hampton, W. G.....	Atlanta and Brunswick.....	Nov. 8, 1890	49	49	105. 52
Harding, C. H.....	Albuquerque and Los Angeles.....	Oct. 24, 1891	84	84	182. 61
Harris, Isham.....	Cairo and New Orleans.....	Mar. 11, 1892	100	100	219. 78
Harris, T. S.....	Baltimore and Winchester.....	Feb. 8, 1892	123	126	268. 91
Hathaway, F. D.....	Houston and El Paso.....	May 23, 1892	26	25	54. 94
Hawkins, E. S.....	Nashville and St. Louis.....	Apr. 28, 1892	12	9	19. 78

EXHIBIT 3.—Statement of leaves of absence with pay granted to railway postal clerks injured while on duty, together with the amount paid acting clerks, etc.—Continued.

Name.	Railway post-office line.	Date of injury.	Days on leave of absence.	Days acting clerk was employed.	Amount paid acting clerk.
Hill, Thos.	Baltimore and Grafton	Sept. 9, 1891	30	20	\$43.48
Holt, B. B.	Pacific Junction and McCook	May 1, 1892	29	24	52.75
Holt, Frank A.	do	do	15	12	26.37
Hope, W. H.	Davenport and Leavenworth	Apr. 10, 1892	39	39	84.78
Hodge, E. E.	Chicago and Cairo	July 14, 1891	90	90	195.08
Hughes, E. E.	York and Baltimore	Mar. 3, 1892	119	113	248.35
Hughes, T. C.	Chicago and Cairo	July 14, 1891	120	120	260.87
Johnston, F. D.	Omaha and Ogden	Aug. 5, 1891	30	21	45.65
Jones, W. F.	Kansas City and Pueblo	Jan. 18, 1892	161	160	351.08
Kees, W. H.	Chicago and Minneapolis	Dec. 28, 1891	12	12	26.03
Kellar, F. L.	Pacific Junction and McCook	May 1, 1892	36	36	79.13
Kilby, J. T.	Norwalk and Danville	July 31, 1891	24	14	30.43
Kline, A. M.	Lincoln and Deadwood	Nov. 19, 1891	52	52	111.11
Lafferty, Geo. F.	Erie, Buffalo, and Pittsburg	Jan. 4, 1892	26	26	57.14
Lafountain, R. N.	Omaha and Ogden	July 11, 1891	71	71	130.43
Larson, Thorwald	Butte City and Ogden	Sept. 17, 1891	30	30	65.22
Lee, C. H.	Pittsburg and St. Louis	May 7, 1891	298	291	635.50
Lee, W. H.	New York, Hornellsville and Buffalo	Nov. 1, 1891	18	18	39.13
Lee, C. F.	Chicago and Cairo	Oct. 3, 1891	21	20	43.48
Leeds, Alexander	Grafton and Belington	Aug. 26, 1890	203	197	431.03
Lehman, Eugene	Atlanta and Brunswick	Mar. 7, 1892	30	30	65.93
McAdams, F. H.	Burlington and Oskaloosa	Apr. 1, 1892	60	60	121.88
McAdams, G. M.	Denver and Glenwood	July 24, 1891	30	26	56.53
McCash, B. S.	Nashville and Atlanta	Nov. 8, 1891	17	17	38.96
McCutcheon, Geo. F.	Baltimore and Grafton	Mar. 13, 1891	286	277	604.63
McComb, Geo. A.	Buffalo and Pittsburg	Mar. 27, 1891	22	22	47.83
McKenna, E. G.	Chicago and Cedar Rapids	Jan. 10, 1892	18	18	39.56
Maloney, M. J.	Ogden and San Francisco	Sept. 6, 1890	34	26	56.52
Marshall, T. J.	Lincoln and Deadwood	Nov. 19, 1891	55	55	119.87
Mattison, Henry	New York and Chicago	July 12, 1891	30	30	65.21
Meersau, C. M.	New York, Hornellsville and Buffalo	Nov. 11, 1891	30	30	65.21
Miles, T. A.	Moseley Junction and Farmersville	Oct. 27, 1891	8	8	17.40
Miller, J. T.	Nashville and Atlanta	Sept. 22, 1891	120	120	261.39
Moe, Anton J.	Sparta and Viroqua	Jan. 16, 1892	30	30	65.93
Monson, C. F.	Cameron and Atchinson	Nov. 22, 1891	39	38	82.61
Morris, Geo. O.	Dubuque and Mendota	May 3, 1892	58	58	127.47
Moses, Loren B.	Helena and Spokane Falls	July 11, 1891	30	30	65.21
Mourning, A. J.	Toledo and St. Louis	Aug. 7, 1891	299	289	623.94
Newman, J. B.	Pittsburgh and St. Louis	Sept. 17, 1891	258	258	565.24
Palmer, Albert	San Francisco and Los Angeles	June 15, 1891	336	336	734.45
Partridge, Karl	Ogden and San Francisco	do	15	15	32.61
Peacock, W. M.	Baltimore and Grafton	Apr. 28, 1891	323	310	676.94
Poule, Leander	Chattanooga and Meridian	Oct. 16, 1891	10	10	21.74
Popenoe, P. D.	Kansas City and Osceola	June 20, 1891	123	123	267.39
Portman, Leo	Louisville and Memphis	Dec. 29, 1891	40	38	83.52
Price, M. G.	Pittsburg and St. Louis	Oct. 2, 1891	150	146	320.28
Randall, W. H.	Nashville and St. Louis	June 13, 1891	132	132	289.17
Robinson, W. W.	Rich Hill and Winfield	Oct. 2, 1891	23	15	32.16
Romnell, G.	Rochester and Suspension Bridge	Feb. 27, 1892	29	29	63.74
Rogers, H. M.	Spokane and Pendleton	Mar. 1, 1891	277	277	605.15
Russell, H. G.	La Junta and Albuquerque	May 6, 1892	8	8	17.58
Salwaenter, J. W.	St. Louis and Kansas City	do	8	8	17.58
Saul, S. H.	Nashville and Atlanta	Nov. 3, 1891	232	232	508.71
Schultz, H. C.	Fonda and Des Moines	Oct. 30, 1891	60	60	130.44
Selvey, Harrison	Baltimore and Grafton	Oct. 21, 1891	240	228	499.71
Shelton, N. S.	Columbus and Charleston	Oct. 31, 1891	36	36	82.61
Shinn, A. E.	Cheyenne to Huntington	Sept. 17, 1891	30	30	65.22
Shott, H. I.	Lynchburg and Bristol	June 18, 1892	12	12	26.37
Simms, E. N.	Richmond and Hinton	Dec. 16, 1891	196	192	421.76
Stahl, Fred	Pittsburg and Chicago	Nov. 9, 1891	110	103	227.60
Stice, J. L.	St. Louis and Burton	June 23, 1892	4	4	8.70
Strobach, Chas	do	do	8	3	6.59
Swain, A. C.	New York and Pittsburg	July 27, 1891	14	6	13.04
Stevens, Alex. C.	Lynchburg and Bristol	June 18, 1892	12	7	15.38
Thomas, E. E.	Kansas City and Pueblo	Dec. 16, 1891	46	46	101.11
Thomas, J. N.	Henry and Atchison	Apr. 15, 1892	30	30	65.93
Thompson, D.	Nashville and Atlanta	Mar. 24, 1892	91	91	200.00
Turner, C. E.	Augusta and Atlanta	Mar. 18, 1892	30	30	65.93
Valentine, Irwin	Pittsburg and St. Louis	Oct. 16, 1891	30	25	54.34
Van Meter, J. T.	Philadelphia and Cape May	Jan. 30, 1892	30	30	65.94
Vest, F. A.	Garretson and Sioux City	June 15, 1892	12	12	26.37
Weston, F. E.	Marion and Sioux City	June 10, 1891	16	16	35.16
Wiggins, J. S.	Atlanta, Macon and Montgomery	June 23, 1891	206	206	448.35
Wingfield, T. H.	Nashville and Atlanta	Sept. 22, 1891	282	274	599.31
Yaney, P. M.	Buffalo and Pittsburg	Aug. 7, 1891	131	105	228.53
Yates, H. W.	Omaha and Ogden	May 26, 1892	14	10	21.98
Yohe, C. M.	Pittsburg and Brunswick	Aug. 14, 1891	80	80	173.91
Young, J. C.	Dubuque and Mendota	May 3, 1892	20	11	24.18
Total			9,939	9,505	20,859.58

EXHIBIT 4.—Statement showing the number of substitute clerks in the Railway Mail Service June 30, 1892.

States.	Division.											Total.
	1.	2.	3.	4.	5.	6.	7.	8.	9.	10.	11.	
Alabama.....				4								4
Arizona.....								1				1
Arkansas.....											10	10
California.....								10				10
Colorado.....							5				1	6
Connecticut.....	6											6
Delaware.....		1										1
District of Columbia.....												
Florida.....				2								2
Georgia.....				12								12
Idaho.....								1				1
Illinois.....					4	19				1		24
Indiana.....					13				3			16
Indian Territory.....												
Iowa.....						16						16
Kansas.....							14					14
Kentucky.....					8							8
Louisiana.....				2							3	5
Maine.....	3											3
Maryland.....		3	7									10
Massachusetts.....	7											7
Michigan.....									12	1		13
Minnesota.....										8		8
Mississippi.....				5								5
Missouri.....							15				1	16
Montana.....										4		4
Nebraska.....						9						9
Nevada.....								1				1
New Hampshire.....	3											3
New Jersey.....		5										5
New Mexico.....							2					2
New York.....		20							12			32
North Carolina.....			5									5
North Dakota.....										4		4
Ohio.....					24				10			34
Oregon.....								4				4
Pennsylvania.....		19			9							28
Rhode Island.....	2											2
South Carolina.....				5								5
South Dakota.....						2				3		5
Tennessee.....				2	7							9
Texas.....											16	16
Utah.....								2				2
Vermont.....	3											3
Virginia.....			10									10
Washington.....					1			3				4
West Virginia.....			3									3
Wisconsin.....										10		10
Wyoming.....						1						1
Total.....	24	48	25	32	60	47	36	22	38	31	31	394

Statement showing changes in the substitute roll of the Railway Mail Service during year ending June 30, 1892.

Division.	Number on roll June 30, 1891.	Appointments during year.	By transfer.	Total.
First.....	25	60		85
Second.....	38	130	2	170
Third.....	13	97	1	111
Fourth.....	20	95		115
Fifth.....	52	211		263
Sixth.....	42	158	1	201
Seventh.....	30	106	2	138
Eighth.....	11	77	1	89
Ninth.....	25	110	1	136
Tenth.....	24	65	4	93
Eleventh.....	16	90	1	107
Total.....	296	1,199	13	1,508

Separations from substitute roll during year ending June 30, 1892.

Division.	Removed.	Resigned.	Declined.	Died.	Trans- ferred.	Permanently appointed.	Total.
First.....		2	13	1		45	61
Second.....	1	1	11			109	122
Third.....	3	9	11			63	86
Fourth.....	4	3	14			62	83
Fifth.....	2	1	23	1	2	174	203
Sixth.....	3	2	18	1	7	123	154
Seventh.....	4		13	1	1	83	102
Eighth.....	2	2	9	1		58	67
Ninth.....	2		13		2	81	98
Tenth.....			8	1	1	52	62
Eleventh.....	6	3	13			54	76
Total.....	27	23	146	6	13	899	1,114

Number remaining on roll June 30, 1892, 394

EXHIBIT NO. 5.

Casualties, 1891-'92.

July 4, 1891.—Columbus and Charleston R. P. O., train No. 1, when crossing a trestle 8 miles from Charleston about 7 a. m., jumped the track, caused by rails spreading. Clerk C. L. Hays was slightly injured. No mail lost or damaged, excepting two letters which were soaked by water from the water cooler which overturned.

July 5, 1891.—Newton and Galveston R. P. O., train No. 406, was wrecked at 7:15 a. m. near Ponea, Ind. T. Mail apartment car was badly damaged. Some letter mail damaged by being thrown from the car and falling in the mud, but none lost. Clerk A. R. Spillman slightly injured.

July 7, 1891.—Sedalia and Denison R. P. O., train No. 3, was wrecked at Wybark, Ind. T., at 9 p. m. The postal, express, and baggage cars all left the track and went over a 15-foot embankment. Clerk J. C. Brown was severely injured and incapacitated for duty. Clerk C. M. Reed was slightly injured. Letter mails were thrown from the cases and somewhat damaged by oil from the lamps.

July 7, 1891.—Houston and El Paso R. P. O., train No. 20, was wrecked at 7:58 a. m. at Stella (n. o.), Tex., by the track spreading. No mail lost or damaged. Clerk uninjured. Delayed eight hours.

July 8, 1891.—Bangor and Boston R. P. O., train No. 64, while at a standstill at Kittery Junction, Me., at 2:20 p. m., was run into in the rear by another train. Clerks John B. Rand, A. S. Teague, and John J. Traynor were thrown from their feet and received slight bruises. A few letters were slightly damaged by oil. Delayed one hour and a half.

July 8, 1891.—Glyndon and Gettysburg R. P. O., train No. 65, while standing in the Baltimore depot was run into about 7 a. m. by Philadelphia, Wilmington and Baltimore train No. 37. Postal car was badly injured. No mail damaged and clerk unhurt.

July 9, 1891.—Portland and San Francisco R. P. O., train No. 16, was wrecked 5:40 a. m. at West Fork, Oregon, by landslide. Mail car was completely demolished. Clerk uninjured and no mail lost or damaged, except one tie sack which was thrown from the car and rolled down an embankment into the creek below and recovered in a soaked condition.

July 11, 1891.—Helena and Spokane Falls R. P. O., train No. 1, was wrecked by a landslide near Bonner, Mont., 10:50 p. m. The mail car was nearly demolished, but no mail was destroyed, though some of it was badly soiled and a few pieces mutilated. Clerk L. S. Moses was seriously injured. Delayed ten hours.

July 11, 1891.—Newport and Cushman R. P. O., train No. 156, was wrecked near Newport, Ark., by colliding with a freight train at 5:10 p. m. Mail apartment badly damaged. No mail lost or damaged. Clerk unhurt.

July 14, 1891.—Copemish and Toledo R. P. O., train No. 2, was derailed between Lake George and Temple Grove about 1:35 p. m. Mail car overturned and badly damaged. Clerk B. J. Billings seriously injured. No mail lost or damaged.

July 14, 1891.—Chicago and Cairo R. P. O., train No. 3, while standing on side track at Duquoin, Ill., was run into at 6 a. m. by an express train. Clerks E. E. Hodge and T. C. Hughey were severely injured. No mail lost or damaged.

July 17, 1891.—Cleveland and Pittsburg R. P. O., train No. 12, was wrecked near Layton Station, Pa., at 8:30 a. m., caused by spreading of the rails. Clerks Frank Cox and Howard Wright slightly injured. No mail lost, but a large portion damaged by oil and water.

July 19, 1891.—Ogden and San Francisco R. P. O., train No. 3, collided with six cars loaded with coal at Terrace Station, Utah, about 2:25 a. m. Clerk James C. Cavin was severely injured. No mail lost or damaged. Delayed six hours and forty-five minutes.

July 23, 1891.—Denver and Glenwood Springs R. P. O., train No. 3, collided with an express train near Carlisle Station, Colo., at 11:55 p. m. The mail apartment was telescoped at both ends. Clerk G. M. McAdams was considerably bruised, having his arms and hips sprained. No mail lost, but a portion of it was damaged by oil and water.

July 25, 1891.—La Junta and Albuquerque R. P. O., train No. 4, was wrecked near Glorietta, N. Mex., at 7:30 a. m. Clerk uninjured. No mail lost or damaged.

July 27, 1891.—Radford and Norton R. P. O., train No. 16, was wrecked near Bluefield, W. Va., 7 a. m., by the spreading of rails. The mail car was badly damaged and a considerable amount of mail injured by oil and water. No mail was lost or destroyed, however, and clerk unhurt.

July 28, 1891.—Quincy and Trenton R. P. O., train No. 2, at 8:58 a. m., was derailed near Kirksville, Mo. Some of the letter mail was damaged by water, but none lost. Clerk George C. Marchand was slightly injured.

July 31, 1891.—Council Bluffs and Kansas City R. P. O., train No. 4, collided with a freight train near St. Joseph, Mo., about 3 a. m. The postal car was badly damaged and the mails transferred to another car. No clerks were hurt and no mails were lost or damaged. Delayed one hour and twenty-five minutes.

July 31, 1891.—Norfolk and Danville R. P. O., train No. 1, was wrecked about 3 miles east of Cunningham, N. C., at 6 p. m. The mail car was turned upside down and badly damaged, and the mail was badly damaged by oil from the lamps, but none lost or destroyed. Clerk J. T. Kilby sustained several painful bruises.

August 1, 1891.—Cheyenne and Huntington R. P. O., train No. 1, was derailed 1 mile east of McCammon, Idaho, at 5:10 a. m., caused by spreading rails. Mail car turned over on one side and, sliding down an embankment, landed in a swamp right side up. The engine landed beside mail car bottom side up, and, the steam dome bursting, a quantity of steam and mud were thrown into the mail car. The letter mail was thrown from the cases and completely covered with mud and water from the engine. Clerks T. F. Wedemeyer and R. F. McCullough were scalded by hot water from the engine.

August 5, 1891.—St. Albans and Ogdenburg R. P. O., train No. 63, when near Champlain, N. Y., at 6:30 p. m., was struck by an excursion train. Clerks uninjured. None of the mail was damaged, but it was delayed about five hours.

August 5, 1891.—Omaha and Ogden R. P. O., train No. 4, collided with a freight train at Red Buttes, Wyo., caused by a misplaced switch. Clerk Frank D. Johnston was slightly injured. Clerk C. G. Tipton, of the Cheyenne and Huntington R. P. O., which is carried on this train between Green River and Cheyenne, was also slightly injured. No other clerks were hurt and no mail was lost or damaged. This accident occurred at 1:30 a. m.

August 6, 1891.—Denver and Ogden R. P. O., train No. 1, was wrecked 1 mile east of De Beque, Colo., at 3:30 a. m., by a landslide. The forward end of the mail apartment car loaded with baggage was telescoped by the tender of the engine. No mails were damaged and clerk uninjured. Delayed sixteen hours and fifty-five minutes.

August 6, 1891.—Essex Junction and Boston R. P. O., train No. 53, jumped the switch at South Ashburnham, Mass., 3:33 p. m. No mail lost or damaged. Clerks M. W. Judson and A. M. Kendall were slightly injured.

August 6, 1891.—Harrisburg and Winchester R. P. O., train No. 9, was wrecked at South Penn Junction, Pa., about 10:20 a. m. No injury to clerks or mail.

August 7, 1891.—Toledo and St. Louis R. P. O., train No. 42, ran into the rear of a freight train near Homer, Ill., at 12:11 a. m. Postal car was completely demolished. Considerable mail damaged and a small quantity lost. Clerk A. J. Mourning was seriously injured, and clerks C. A. Compton, L. H. Gerke, and S. W. Vernerder received slight injuries.

August 7, 1891.—Montrose and Tunkhannock R. P. O., when one-half mile north of Avery Station, Pa., about 3:50 p. m., the front axle-tree of the forward trucks of the combination mail car broke, but the train stopped before any serious damage was done. No mails damaged and clerk unhurt. Delayed two and a half hours.

August 8, 1891.—Albuquerque and Los Angeles R. P. O., train No. 3, about 4:10 p. m. ran into a herd of cattle 7 miles west of Flagstaff, Ariz. The mail car went down an 8-foot embankment and landed upside down at the bottom. A small amount of matter was damaged by being besmeared with mud and by oil from the lamps, but none lost. Clerk W. H. Coulter was slightly injured.

August 11, 1891.—Clayton and Chestertown R. P. O. was derailed about 2½ miles east of Delayneys, Del., at 10:45 a. m. No mail lost or damaged and clerk unhurt. Delayed ten hours.

August 11, 1891.—Kansas City and Belleville R. P. O., train No. 11, was wrecked about one-fourth of a mile east of Lawrence, Kans., at 12:15 p. m. No mail lost or damaged and clerk uninjured. Delayed thirteen hours and fifty minutes.

August 14, 1891.—Pittsburg and West Brownsville R. P. O. Clerk C. M. Yohe, while at work in his car at Pittsburg at 6:45 a. m., was thrown violently against the letter table and pouch rack and thence to the floor, by a Pittsburg, Chicago, Cincinnati and St. Louis train backing violently into his car, and severely injured.

August 14, 1891.—Kansas City and Ash Grove R. P. O., train No. 102, was disabled at Dunnegan, Mo., about 11 a. m. No mails were lost or damaged and clerk not hurt.

August 15, 1891.—Harrisburg and Winchester R. P. O., train No. 14, was wrecked near Kauffman, Pa., about 9 a. m., caused by rails spreading. No mails lost or damaged and clerk uninjured. Delayed one hour and forty-five minutes.

August 17, 1891.—Chicago, Savanna and Cedar Rapids R. P. O., train No. 6, was wrecked at Cragin, Ill., about 1:55 p. m., caused by a misplaced switch. The mail car left the track and turned over on its side, but the clerks were not hurt and no mail injured. Delayed two hours.

August 19, 1891.—Versailles and Lexington R. P. O., train No. 182, went through a bridge 2 miles east of Marshall, Mo., at 7:05 a. m.

The mail apartment car was badly damaged and the mails somewhat damaged by water, but none lost. Clerk Ferrier severely injured.

August 19, 1891.—St. Louis and El Dorado R. P. O., train No. 30, was wrecked between Parrish and Smothersville about 5:40 p. m. Clerk uninjured and no mail lost or damaged.

August 19, 1891.—Albert Lea and Burlington R. P. O., train No. 4, collided with a freight train near Elmira Junction, Iowa, 4:20 p. m. Clerk uninjured and no mails lost or damaged. Mail car disabled by accident and mail transferred to another car and trip completed therein. Delayed five hours.

August 20, 1891.—Pacific Junction and McCook R. P. O., train No. 4, collided with a freight train near Inland, Nebr., at 3:30 a. m. Clerk not injured and no mails damaged. Delayed three hours.

August 20, 1891.—Henry and Atchison R. P. O., train No. 19, was thrown from the track by broken rail about 2 miles east of Gower, Mo., at 7:25 p. m. Clerk J. N. Thomas was somewhat bruised but not seriously hurt. No mails lost or damaged.

August 21, 1891.—Benton Harbor and Anderson R. P. O., train No. 4, collided with a freight train, 2 miles south of Leesburg, Ind., at 5:15 p. m., mashing the apartment car and throwing it off the track. The mail was somewhat damaged by water from the engine, but none lost. Clerk uninjured.

August 26, 1891.—Rouses Point and Albany R. P. O., train No. 6, when between East Line and Round Lake, N. Y., about 7 p. m., the mail apartment car was struck in the rear end by part of an iron bridge which was being transported on a freight train. The car was badly damaged, but the clerks and mail escaped without injury.

August 27, 1891.—Salisbury and Knoxville R. P. O., train No. 9, ran off bridge near Statesville, N. C. There were a number of express pouches on this train, but none were injured and no mail lost.

August 30, 1891.—Burlington and St. Louis R. P. O., train No. 4, was wrecked 3 miles south of Louisiana, Mo., about 3:06 a. m. The mail car went over and down an embankment 15 feet, but the clerks were not injured. The mail was somewhat damaged by oil, but none lost or destroyed.

August 31, 1891.—York and Baltimore R. P. O., train No. 14, was wrecked 1 mile east of Baltimore at 4:25 p. m. by colliding with a freight train. The mail apartment car was somewhat damaged, but the clerk was not hurt and no mail lost or destroyed.

August 31, 1891.—Ogden and San Francisco R. P. O., train No. 14, was wrecked between Sacramento and Davisville, Cal., about 3:13 p. m., instantly killing Clerk Moses E. Quimby. While running over a trestle the mail and baggage apartment car left the track, followed by the express car and day coach, falling a distance of about 16 feet, completely demolishing the mail and the two other cars. All mail matter was saved except one registered package.

August 31, 1891.—Closed-pouch train on the Cannelton Branch of the Louisville, Evansville and St. Louis Railway was wrecked, at 10 a. m., 2 miles from Troy, Ind., caused by the breaking of one of the forward trucks of the engine. No mail was lost or destroyed.

September 2, 1891.—Burlington and St. Louis R. P. O., train No. 3, was wrecked one-half mile from Viele, Iowa, at 4:15 a. m. A small portion of the letter mail was somewhat damaged by oil, but none of the mail was lost or seriously damaged. Clerk uninjured. Delayed five hours and thirty minutes.

September 2, 1891.—Switz City and Effingham R. P. O., train No. 2, was derailed 1 mile east of Newton, Ill., at 5:45 a. m. Clerks uninjured. No mail lost or damaged. Delayed seven hours.

September 2, 1891.—Houston and El Paso R. P. O., train No. 20, was attacked and robbed by five masked men about 3:25 a. m. near Lozier, Tex. The robbers fired a number of shots through the mail apartment and exploded a dynamite bomb under the cars. They entered the mail apartment and presented cocked Winchesters at the head of the postal clerk, W. J. Lyttle, and ordered him to hand over his registers. Mr. Lyttle, however, had secreted all of his registers, except two, which they rifled. They also carried off a pouch containing a few letters and papers.

September 3, 1891.—Minocqua and New Lisbon R. P. O., train No. 2, was derailed and wrecked 3 miles north of Wassau, Wis., at 6:30 p. m. The accident was caused by train wreckers who opened the switch. Clerks uninjured. No mail lost, damaged or destroyed. Delayed six hours.

September 6, 1891.—Fernaudina and Tampa R. P. O., train No. 7, was wrecked at 4:30 p. m. about 1 mile from Waldo, Fla. Mail car was thrown some distance from the track and turned on its side. Mail slightly damaged by oil. Clerk G. W. Murphy received painful but not serious bruises. Delayed six hours.

September 7, 1891.—Dubuque and Mendota R. P. O., train No. 5, was wrecked at 1:50 p. m. 3 miles east of East Dubuque, Ill., caused by train running into several head of cattle. Engine and mail car left the track, the latter landing in the ditch bottom upwards. Clerks uninjured. Letter mail was more or less damaged by contact with oil from the lamps, water, and coal, but none lost or destroyed. Delayed five hours.

September 10, 1891.—Lincoln and Manhattan R. P. O., train No. 45, was wrecked near Pickrell, Nebr., at 8:30 a. m. by colliding with a passenger train. The mail apartment car was telescoped by tender of engine. Clerk J. C. Ewing escaped with his life by jumping, in consequence of which he was seriously injured. All mail matter was recovered in good condition with the exception of one package of papers and one package of photographs.

September 13, 1891.—Denver and Georgetown R. P. O., train No. 381, was wrecked at 9:30 a. m. In swinging around a curve at Beaver Brook, Colo., the baggage car went down an embankment into the creek, dragging with it the mail apartment car and two coaches. Clerk Frank Brady received severe injuries, which incapacitated him for duty. No mails lost or damaged.

September 14, 1891.—DuQuoin and Cairo R. P. O., train No. 3; while mail car was standing on side track at DuQuoin, Ill., preparatory to departure, it was run into by a switching train at 6 a. m. Clerk L. F. Bliss received sprain of the right elbow and slight bruises about the head. Mail car was so badly injured as to be rendered unfit for service.

September 15, 1891.—New York and Pittsburg R. P. O., train No. 6, was wrecked about 1 mile east of Seward, Pa., at 10:30 p. m., by colliding with a freight train. Postal cars were badly damaged, but no injury was done to the clerks or mails. Delayed seven and one-half hours.

September 17, 1891.—Pittsburg and St. Louis R. P. O., train No. 7, ran into a work train about 5 p. m., near Richmond, Ind. Clerk J. B. Newman was severely injured and acting clerk Monroe Shilling slightly injured. No injury or loss to the mails.

September 17, 1891.—Garrison and Butte R. P. O., train No. 3; motion of train caused a pile of mail to fall against the stove and several sacks of paper mail were partially burned.

September 17, 1891.—Chicago and Evansville R. P. O., train No. 4, collided with rear end of a freight train at Perrysville, Ind., at 11:50 p. m. No mail lost or damaged. Clerk uninjured. Delayed six hours.

September 17, 1891.—Cheyenne and Huntington R. P. O., train No. 1, collided with Cheyenne and Huntington R. P. O. train No. 2, to which also was attached the car of the Butte City and Ogden R. P. O., at Portneuf Station, Idaho, at 3:55 a. m. The car of train No. 2 was completely demolished and the car of the Butte City and Ogden R. P. O. badly wrecked. Clerk Theo. F. Wedemeyer was instantly killed, and clerks Howard A. Lyon and Thorwald Larson severely injured. Clerk A. E. Shinn was slightly injured. The letter mail was saved in good condition with the exception of twelve letters. One tie sack of paper mail was so badly damaged as to be rendered useless.

September 22, 1891.—Spokane and Pendleton R. P. O., train No. 5, collided with an engine at Belles Junction (n. o.), Wash., at 3:35 p. m. The mail car was only slightly injured and the clerks and mail escaped unhurt. Delayed three hours.

September 22, 1891.—Cedar Rapids and Council Bluffs R. P. O., train No. 7, collided with a freight train at Beverly Station, Iowa, at 7:20 a. m. The paper mail was considerably damaged by water from the engine, the tender of which crushed through the mail car, flooding it with water. No other mail lost or damaged and clerks uninjured. Delayed seven and one-half hours.

September 22, 1891.—Nashville and Atlanta R. P. O., train No. 4, collided with a freight train at Smyrna, Ga., 8:15 p. m. Clerks J. T. Miller and T. H. Wingfield were seriously injured. No mail lost or destroyed, but a small portion slightly damaged by water.

September 24, 1891.—New York and Elmira R. P. O. ran into a switch engine near Bethlehem, Pa., about 10:40 a. m. The mail car was damaged and the clerks shaken up but not hurt. No mail lost or damaged. Delayed one hour.

September 28, 1891.—Des Moines and Kansas City R. P. O.; trains 4 and 7 were wrecked near Adelphi, Iowa, at 8:35 a. m. Mail apartment car was slightly damaged. Clerk unhurt and mail not damaged. Delayed one hour and twenty-five minutes.

October 2, 1891.—Pittsburg and St. Louis R. P. O., train No. 20, collided with a freight train in the yards at Columbus, Ohio. The postal car was not damaged nor was any of the mail injured. Clerk M. G. Price was thrown against the pouch rack and seriously injured.

October 2, 1891.—Hazleton and Sunbury R. P. O., train No. 408, collided with train No. 491 near Tomhicken, Pa., about 7 a. m. The postal clerk jumped from the train and escaped without injury. No mail lost or damaged. Delayed two hours.

October 2, 1891.—New York and Washington R. P. O., train No. 15, when leaving Philadelphia, Pa., at 11:20 a. m., broke loose, and the engine in backing out ran into the rear postal car, breaking the draw-head and platform. No injury to clerks or mails. Delayed one hour.

October 3, 1891.—Chicago and Cairo R. P. O., train No. 4, while standing on the Lake Shore and Michigan Southern Railroad crossing at Grand Crossing, Ill., at 6:50 a. m., was run into by a Lake Shore and Michigan Southern freight train. Mail car was thrown from the track, overturned, and badly wrecked. Clerks Frank G. Sands and O. F. Lee were slightly injured. No mail lost or damaged.

October 4, 1891.—Nashville and Montgomery R. P. O., train No. 1, was derailed at Faulkville, Ala., by running over a cow. The mail car was so badly damaged that the mail was transferred to baggage car. The clerks escaped unhurt. No mail was lost, but some was slightly damaged by oil. Delayed six and one-half hours.

October 9, 1891.—Leavenworth and Miltonvale R. P. O., train No. 101, was wrecked 2 miles east of Easton, Kans., at 11 a. m. The mail apartment car, together with five others, jumped the track. Clerk on duty was not injured, nor were any mails lost or damaged. Delayed 4 hours and 20 minutes.

October 11, 1891.—St. Louis and Council Bluffs R. P. O., train No. 8, collided with a freight train in the Union Depot yards at St. Louis, at 10.15 a. m. The postal car was badly damaged. Clerks uninjured, and no mails lost or damaged.

October 12, 1891.—Ogden and San Francisco R. P. O., train No. 4, was wrecked 3 miles west of Colfax, at 3:30 a. m. No mail was destroyed or damaged. Clerks uninjured. Delayed seven and one-half hours.

October 13, 1891.—Rich Hill and Winfield R. P. O., train No. 482, was wrecked near Peru, Kans., at 8:25 a. m. Clerk W. W. Robinson was slightly injured. No mail lost or damaged.

October 14, 1891.—Whatcom and Port Townsend R. P. O.; boiler of steamer *Evangel* exploded at 10:45 p. m., resulting in the almost total destruction of the boat and damage to some ordinary mail matter.

October 14, 1891.—Lincoln and Deadwood R. P. O., train No. 201, collided with a freight train near Gregory, S. Dak. Clerk C. C. Wilson slightly injured. Mail car wrecked, but no mails were lost or damaged.

October 15, 1891.—Pittsburg and Cincinnati R. P. O., train No. 2, was wrecked near Mingo Junction, Ohio, at 4:15 a. m. by colliding with a freight train. Clerks A. Stanley, V. S. Davis, and A. R. Keyes were slightly injured. The postal car was telescoped by the express car and took fire. The paper mail was all burned and a number of pouches of letter mail. Three hundred canvas sacks, about 100 pouches, and 100 locks were also destroyed. The clerks lost all of their personal effects.

October 16, 1891.—Chattanooga and Meridian R. P. O., train No. 2, ran through an open switch at Birmingham, Ala., at 3:30 a. m., colliding with an engine on the side track, badly damaging the mail car. No mail lost, damaged, or destroyed. Clerks Robertson, Riggs, and Leander Poole received slight bruises.

October 21, 1891.—Baltimore and Grafton R. P. O., train No. 6, was derailed near Sir Johns Run, W. Va., at 1:30 p. m. The postal car was completely demolished, and clerks C. H. Craggs, Harrison Selvey, and W. H. Lippincott severely injured. No mail lost.

October 21, 1891.—Marion and Sioux City R. P. O., train No. 4, collided with a rear end of a freight train at Coon Rapids, Iowa, at 9.30 p. m. Mail car was thrown upwards and landed on top of the engine and was badly wrecked. No mails lost or damaged. Clerk uninjured.

October 22, 1891.—Kansas City, St. Joseph and Council Bluffs, train No. 11, was wrecked about 8 a. m., 2 miles north of Harlem, Mo. No mails lost, but a canvas sack containing paper mails was slightly damaged by water.

October 23, 1891.—Cranberry and Johnson City R. P. O. was wrecked at 10 a. m. near Mulligan, Tenn., by breaking down of a coke car. A

number of letters were damaged by oil, but no mail lost or destroyed. Clerk C. A. A. Pearce was slightly injured.

October 26, 1891.—Cartersville and Talladega R. P. O., train No. 1, ran on to a burning trestle 12 miles north of Talladega about 7 a. m. Mail car left the track and in a few minutes was consumed by fire. About 75 or 80 letters and a few papers were destroyed by the flames. Clerk I. F. Wike escaped with a few slight scratches.

October 26, 1891.—Belwood and Punxsutawney R. P. O., the mail apartment car was burned at Bellwood, Pa., on the night of the 26th. It is supposed to have caught fire from a stove in the baggage apartment of the same car. Six pouches, seven tie sacks, and five mail locks were destroyed.

October 26, 1891.—Omaha and Beatrice R. P. O. train No. 44, collided with a wild engine between Millard and Elkhorn, Nebr., at 6:04 p. m. Clerk V. Landergren was slightly injured. No mail lost or destroyed. Delayed eight hours.

October 27, 1891.—Mosely Junction and Farmville R. P. O. was wrecked by a collision near Powhatan C. H., Va., at 6:10 p. m. The mail apartment car was badly damaged and rendered unserviceable. No mail lost or damaged. Clerk unhurt.

October 27, 1891.—Canastota and Elmira R. P. O. was wrecked near Canastota about 2 p. m., by colliding with a freight train. The mail was badly damaged. No mail lost or destroyed. Clerk uninjured.

October 29, 1891.—St. Paul and Elroy R. P. O., train No. 3, collided with a cattle train near Menomonie, Wis., at 1 p. m. No mail was lost or destroyed. Letters were all thrown from the case, and about 150 were somewhat damaged by water, which came into the car from a hole made in the water tank by the end of the mail car. Clerk Jeff. Wright was slightly injured.

October 30, 1891.—Fonda and Des Moines R. P. O. went through a small bridge 3 miles south of Lohrville, Iowa, wrecking the mail car. Clerk H. C. Shultz was severely injured. No mail lost or damaged.

October 30, 1891.—St. Paul and Minot R. P. O., train No. 3, was wrecked near Nelson, Minn., by a head end collision with train No. 4, of the same line at 1 a. m. No mail lost or destroyed. Mail car badly damaged. Clerk uninjured. Delayed thirty-three minutes.

October 31, 1891.—Columbia and Charleston R. P. O., train No. 7, collided with Sumter and Pregnalls R. P. O., train No. 1, at Pregnalls, S. C., about 8:10 a. m. Clerk N. S. Shelton jumped from the car and received painful bruises about the head and neck. No mail lost, damaged, or destroyed.

November 3, 1891.—Nashville and Atlanta R. P. O., train No. 3, collided with a freight train at Kingston, Ga., at 4:55 a. m. Clerks S. H. Saul, C. H. Butts, and D. W. Duncan were severely injured and Clerk J. W. Brown slightly injured. No mail was lost or destroyed, but somewhat damaged by water from tender which telescoped mail car. Delayed about 12 hours.

November 4, 1891.—Lyons and Sayre R. P. O., train No. 102, collided with a freight train near Geneva, about 9 p. m. The mail apartment car was considerably damaged, but no injury was done to the mail. Clerk uninjured. Delayed five hours.

November 5, 1891.—Chicago and Minneapolis R. P. O., train No. 6, was damaged by a head end collision with a Wisconsin Central train at Merrill Park, Wis., about 7 p. m. No mail lost, destroyed, or damaged. Clerks uninjured.

November 7, 1891.—Colmesneil and Trinity R. P. O., train No. 43, was wrecked at 10:30 a. m. by the breaking of an axle under the tender. No mail lost or damaged. Mail apartment car badly damaged. Clerk uninjured. Delayed ten and a half hours.

November 10, 1891.—Radford and Norton R. P. O., train No. 13, was wrecked near Pounding Mills, Va., at 3:30 p. m. by colliding with a freight train. The mail apartment car was slightly damaged, but no mail lost or destroyed. Clerk uninjured.

November 10, 1891.—Pittsburg and Chicago R. P. O., train No. 31, when at Beaver Falls, Pa., at 7:07 a. m., Clerk Fred. Stahl in getting off to visit the letter-box slipped and fell, throwing his right arm under the moving train. He was taken to the hospital at Pittsburg where his right arm was amputated below the elbow.

November 11, 1891.—New York, Hornellsville and Buffalo R. P. O., train No. 8, was derailed near Adrian, N. Y., about 12 noon. Clerks J. E. Temple, H. A. Smith, W. H. Lee, and C. M. Mersereau were slightly injured. No mail lost or damaged.

November 13, 1891.—Boston and Fishkill-on-the-Hudson R. P. O., train No. 2, ran into a lumber truck at Clayton Station, Conn., at 3:20 p. m. No mail lost or damaged. Clerk uninjured.

November 13, 1891.—St. Albans and Boston R. P. O. was struck by an engine crossing a switch near Concord, N. H., at 2:30 p. m. The mail car was badly damaged. No mail lost or damaged and the clerks uninjured.

November 13, 1891.—Denison and Houston R. P. O., train No. 4, was wrecked by broken rail near Hammond, Tex., at 3 p. m. The entire train was derailed. No mail lost or damaged. Mail car not damaged. Clerk uninjured. Delayed twelve hours.

November 14, 1891.—Detroit and Cincinnati R. P. O., train No. 14, was wrecked near Lima, Ohio, at 2 a. m. Caused by the engine leaving the track. No mail damaged and clerks not hurt. Delayed several hours.

November 15, 1891.—Julesburg and Denver R. P. O., train 5-306, was derailed near Sedgwick, Colo., at 1:25 a. m. Oil from the lamps damaged the letter mail, but paper mails were not affected, nor were any mails lost. The mail apartment car was damaged to such extent as to be rendered unfit for further service. Clerk C. E. Wiley was slightly bruised. Delayed six hours and five minutes.

November 18, 1891.—Plattsburg and Saranac Lake R. P. O., train No. 1, collided with an engine at Junction Kilns, N. Y., about 8:45 a. m. No mails damaged or lost. Clerk E. E. Trumbull was thrown violently against front end of the car and considerably bruised on the arms and chest. Delayed eight hours.

November 18, 1891.—Lock Haven and Harrisburg R. P. O., train No. 15, collided with train No. 8 about 2½ miles west of Jersey Shore at 11:50 a. m. No mails lost or damaged and clerks uninjured. Delayed one hour and forty minutes.

November 18, 1891.—Corpus Christi and Laredo R. P. O., train No. 1, was derailed near Pena Station at 10 a. m. The entire train left the track. Mail car rolled down an embankment. No mail lost. A few papers and parcels were damaged by oil from the lamps. Clerk Leo O. Bibolet was slightly bruised, but not disabled. Delayed about four hours.

November 19, 1891.—Des Moines and Kansas City R. P. O., train No. 8, was derailed while entering Moberly, Mo., at 2:05 a. m. No mails lost or damaged. Delayed two hours and twenty minutes.

November 19, 1891.—Lincoln and Deadwood R. P. O., train No. 41, collided with train No. 42 of same line, between Germantown and Seward, Nebr., at 1:10 p. m. Clerk A. M. Kline had several bones of right hand broken and was otherwise bruised. Clerk T. J. Marshall had several ribs broken and was injured about the back and head. Clerk A. H. Sinclair was slightly injured. A few pieces of mail matter were damaged by oil from car lamps, but none lost or destroyed.

November 20, 1891.—Marble Falls and Austin R. P. O. was wrecked near Marble Falls, Tex., at 7:20 a. m. by rails spreading. No damage to mail or mail car. Clerk uninjured. Delayed nine hours.

November 21, 1891.—Gurdon and El Dorado R. P. O., train No. 162, was derailed near Camden, Ark., at 7 a. m. No mail lost or damaged. Clerk uninjured. Delayed eight hours.

November 22, 1891.—Cameron and Atchison R. P. O., train No. 2, was wrecked at Rock Island Crossing, St. Joseph, Mo., at 7 p. m. by colliding with freight train. The mails were badly scattered, but none lost or damaged. Clerk C. F. Monson was slightly injured.

November 22, 1891.—Creston and St. Joseph R. P. O., train No. 10, was wrecked at 6:10 1 mile north of Arkoe, Mo. No mails lost or damaged and clerk uninjured. Delayed seven hours.

November 23, 1891.—Cleveland, Columbus and Indianapolis R. P. O., train No. 2, was wrecked at 6 p. m. near New London, Ohio, by running into a freight train. Clerks W. L. Current and W. W. Massey were slightly injured. No mail was lost or damaged.

November 23, 1891.—Switz City and Effingham R. P. O. was wrecked 2 miles east of Oblong, Ill., at 2 p. m. Mail car was badly damaged, but clerk was not injured nor any mails lost or damaged.

November 24, 1891.—Pittsburg and Cincinnati R. P. O., clerk Wm. Dobbeling was thrown from the postal car at Columbus, Ohio, at 11:45 p. m., while delivering mail. The safety rod gave way while he had hold of it, and he was thrown forward, turning a somersault and striking on his left hand and right foot and seriously injuring him.

November 26, 1891.—Nashville and Montgomery R. P. O., train No. 3, collided with a freight train at Morris, Ala., at 2:30 p. m. The postal car was telescoped by the engine and tender and so badly damaged that it was afterwards burned. No letter or registered mail was lost and very little damaged. The paper mail was considerably damaged by water and steam. Clerk W. J. Glascock was severely injured. Delayed seven hours.

November 26, 1891.—Cincinnati and Chattanooga R. P. O., train No. 8, was wrecked 6 miles out of Chattanooga, near the Tennessee River, at 7:15 p. m. The engine left the track and rolled down a 70-foot embankment, carrying with it the baggage and postal cars. Clerk A. C. Baker was slightly and J. T. Eason severely injured. Some of the mail was damaged by oil from the lamps, but none lost or destroyed.

November 26, 1891.—Portsmouth and Concord R. P. O. was wrecked near Manchester, N. H., at 7:15 p. m., caused by misplaced switch. No mail lost or damaged and clerks uninjured.

November 26, 1891.—Oswego and Binghamton R. P. O., train No. 9, was wrecked at Messengersville, N. Y., at 5:30 a. m. No mail lost or damaged. Clerk T. J. Currie slightly injured.

November 27, 1891.—Mackinaw City and Houghton R. P. O., train No. 1, was wrecked near Marquette, Mich., about 2 p. m. No mail lost or damaged. Clerk uninjured. Delayed two hours and fifty minutes.

November 28, 1891.—Louisville and Memphis R. P. O., train No. 7, was wrecked 5 miles from Louisville, Ky., about 8 p. m. Some mail

was slightly damaged, but none lost. Clerk uninjured. Delayed eight hours.

November 30, 1891.—Louisville and Memphis R. P. O., train No. 7, was wrecked near Caneyville, Ky., at 10:45 p. m., by broken axle on tender. The letter mail was thrown from the cases and soaked with oil, but none lost. Paper mail uninjured. Clerk uninjured. Delayed twelve hours.

December 3, 1891.—Roper and Sedan R. P. O., train No. 490, was wrecked near Hale, Kans., at 9:35 a. m., caused by rails spreading. Clerk uninjured. No mails lost or damaged. Delayed six hours and fifty minutes.

December 3, 1891.—Dayton and Ironton R. P. O., train No. 202, collided with an accommodation train 5 miles east of Xenia, Ohio, at 9:18 a. m. No mail lost or damaged. Clerk J. H. Beck was slightly injured.

December 4, 1891.—St. Albans and Troy R. P. O., train No. 63, ran into a block of marble weighing 8 or 10 tons which had fallen from a freight car near Florence Station, Vt., at 11:40 p. m. No mail lost or damaged and clerk uninjured. Mail car was badly disabled and delayed eight hours.

December 5, 1891.—Grafton and Belington R. P. O., train No. 2, was wrecked 8 miles west of Grafton, W. Va., at 9:30 a. m. No mail damaged or destroyed. Alex. Leeds jumped from his car and was seriously injured.

December 6, 1891.—Marion and Sioux City R. P. O., train No. 1, collided with an engine and caboose at Perry, Iowa, at 5:15 a. m. Clerk uninjured and no mail lost or damaged. Mail car was damaged to such an extent as to render it unfit for service.

December 7, 1891.—Burlington and Council Bluffs R. P. O., train No. 8, was derailed between Union Pacific Transfer and Council Bluffs, Iowa, caused by defective switch, at 4:55 p. m. No mail lost or damaged. Clerk uninjured.

December 7, 1891.—Fayetteville and Pregnalls R. P. O., train No. 4, was derailed and wrecked near Fayetteville, N. C., at 11:30 a. m. The mail was more or less damaged by mud and water, but none lost or destroyed. Clerk uninjured.

December 10, 1891.—Clinton and Iowa City R. P. O. was derailed at Tipton, Iowa, at 9:10 a. m., caused by defective rail. No loss or damage to mails and clerk uninjured. Delayed five hours.

December 13, 1891.—Denver and Ogden R. P. O., train No. 2, was derailed at 12.30 a. m. near New Castle, Colo. The mail-apartment car was precipitated down a 20-foot embankment. Clerk G. N. Burghardt was slightly injured. No mail lost or damaged. Delayed twelve and a half hours.

December 14, 1891.—Newton and Galveston R. P. O., train No. 2, was wrecked near Pauls Valley, Ind. T., by rails spreading, at 3:30 a. m. The mail apartment turned over on its side, the trucks under same being broken. A heavy rain was falling and on account of the way in which the car stood it leaked badly and the mail was considerably damaged by water. No mail lost. Clerk uninjured. Delayed six hours.

December 15, 1891.—Newton and Galveston R. P. O., train No. 1, was derailed near Brenham, Tex., at 7 a. m. The mail car was thrown some distance from the track and landed on its side, the trucks being torn from under same and front platform being crushed. Mail was thrown from cases and badly mixed, but none lost or damaged. Clerk uninjured.

December 16, 1891.—Kansas City and Wellington R. P. O., train No. 20, was wrecked 2 miles north of Cherryvale, Kans., at 9:10 p. m. No mails lost or damaged and clerk unhurt. Delayed six hours and twenty-five minutes.

December 16, 1891.—Richmond and Hinton R. P. O., train No. 4, was wrecked by colliding with a freight train near Alderson, W. Va., at 5 a. m. Apartment car was telescoped by baggage car and totally wrecked. Clerk S. G. Burnett was instantly killed and clerk E. N. Simms seriously injured. A portion of the mail was badly saturated with oil and water, but none lost or entirely destroyed.

December 16, 1891.—Irvington and Fordsville R. P. O., train No. 1, ran into some freight cars near Rockvale, Ky., about 3:30 p. m. No mail lost or damaged. Clerk uninjured. Delayed eight hours.

December 19, 1891.—Texarkana and Laredo R. P. O., train No. 2, was wrecked by colliding with a freight train near Troup, Tex., at 8 a. m. No damage to mail or mail car. No injury to clerks. Delayed about one hour.

December 24, 1891.—Atlanta and Brunswick R. P. O., train No. 11, was derailed near Flovilla, Ga., at 8:40 a. m. No mail lost or damaged. Clerk J. W. Graham slightly injured. Delayed twelve hours.

December 25, 1891.—Independence and Cedar Vale R. P. O., train No. 263, was wrecked at 8:25 a. m., 3 miles from Hewins, Kans. No mails lost or damaged and clerk uninjured.

December 25, 1891.—Hinton and Cincinnati R. P. O., train No. 3, was derailed at McKendree, W. Va., about 1 p. m. No mail lost or damaged and clerk unhurt. Delayed fourteen hours.

December 25, 1891.—Bristol and Big Stone Gap R. P. O. was wrecked 6 miles east of Big Stone Gap, W. Va., at 11 a. m. Postal car badly damaged, but clerk uninjured and no mail lost or damaged.

December 25, 1891.—Fayetteville and Pregnalls R. P. O., train No. 1, was derailed near Lamar, S. C., at 6:20 p. m. No damage to mail, apartment car, or clerk.

December 25, 1891.—Chicago and Burlington R. P. O., train No. 8. Clerk Wilson H. Page was instantly killed at Naperville, Ill., about 7 a. m. Mr. Page was watching a pouch which he had thrown off as it came in contact with an obstruction on the platform and failed to notice an iron water crane ahead, by which he was struck with full force on the back of the head.

December 28, 1891.—Grafton and Chicago R. P. O., train No. 5, collided with a freight train in the yards at Chicago Junction at 5 a. m. The mail car was damaged to such an extent that it had to be abandoned, but no mails lost or injured, and clerks unhurt. Delayed fifteen hours.

December 28, 1891.—Omaha and Beatrice R. P. O., train No. 41, collided with a freight train at Beatrice, Nebr., about 1:30 p. m. Mail apartment was telescoped by tender of engine, and car was completely demolished. Clerk E. W. Hutchinson was slightly injured. No mail lost or damaged excepting one sack of paper mail, which was partly damaged by fire from the stove, which was overturned and set fire to the debris.

December 28, 1891.—Denver and Leadville R. P. O., train No. 402, was derailed near Robinson at 10 a. m., and also at a point 4 miles east of Breckenridge, Colo., at 11:40 a. m. No mail lost or damaged, and clerk uninjured.

December 28, 1891.—New York and Chicago R. P. O., train No. 14, was wrecked at Rochester, N. Y., at 1:10 a. m., caused by running into an open switch. No mail lost or damaged. Clerk uninjured.

December 28, 1891.—New York and Pittsburg R. P. O., train No. 13, ran into a freight car at Marysville, Pa., about 11:40 a. m. No mail lost or damaged, and clerk uninjured.

December 29, 1891.—Pittsburg and St. Louis R. P. O. Clerk George T. Drake, when making catch at Columbus Center, Ohio, about 8:10 a. m., was slightly injured in the following manner: There were two sacks on the crane, which were wet and heavy, and the train was going very fast. In making the catch the catcher socket broke, throwing Drake's right hand through the glass door of the car against the folding case, the glass cutting his hand and bruising it by being caught between case and handle of catcher.

December 29, 1891.—Louisville and Memphis R. P. O. Clerk Leo Portman, after delivering mail at Obion, Tenn., about 8 a. m., looked out of his door to see if any one picked it up, and while so doing was struck on the back of the head by a bridge, knocked out of the car, and seriously injured:

December 29, 1891.—Huntington and Portland R. P. O., train No. 1, was wrecked near La Grande, Oregon, at 8:30 p. m. The postal car left the track and went down a 40-foot embankment into the Grand Ronde River. Considerable mail matter was damaged by water, but none lost or destroyed. Clerk C. P. Holloway was slightly injured.

December 29, 1891.—Spokane and Juliaetta R. P. O. Clerk Carey S. Haines was fatally injured and died on the 30th at 6:10 p. m. The accident is supposed to have occurred in the following manner: The Northern Pacific Railroad Company had a large quantity of ties piled near the track at a place near Sunshine, between Pullman, Wash., and Moscow, Idaho, and also another quantity at a place called "The material yard." Some of these ties were piled as high as to the top of the mail-car door. The engineer states that he blew his whistle at about this point, and it is presumed that Haines put his head out of the door to see what station they were approaching and his head struck against the first pile of ties, which knocked him senseless to the floor, his head protruding from the car door, and from the blood stains along the track it is supposed that his head also came in contact with the second pile. The accident was not known of until the train reached Moscow, when the mail messenger went to the car for his mail, and rapping on the door and receiving no response, got up on the step and looking through the car door saw Clerk Haines lying on the floor with his head out of the door on the opposite side. The train passes Sunshine (n. o.), Wash., where the accident is supposed to have occurred, at 7:30 p. m.

December 30, 1891.—Newton and Galveston R. P. O., train No. 31, was wrecked at Somerville, Tex., by running into an open switch. No damage to mail or mail car. Clerk uninjured. Delayed two hours.

December 31, 1891.—Detroit and Chicago R. P. O., train No. 32, collided with a freight train at Kensington, Ill., at 9:45 p. m. Clerks uninjured. No mail lost or damaged. Delayed four hours.

December 31, 1891.—Denver and Fort Worth R. P. O., trains No. 1 and No. 2, collided near Graneros, Colo., at 4 p. m. The mail car on train No. 2 was completely demolished, and Clerks D. E. Walcott and J. H. Ebrite, on train 2, seriously injured. Mail car on train No. 1 was not damaged, and the clerk on that car uninjured. The wreck of the mail car on train No. 1 caught on fire from debris thrown against the stove, and a considerable amount of mail was damaged by fire, water, and snow. No mail lost.

January 1, 1892.—Portland and San Francisco R. P. O., train No. 15, was wrecked near Kennett Station, Cal., at 7 a. m. by landslide. The

engine and mail car were thrown from the track. The clerk and mail escaped injury, excepting a few letters among those thrown from the letter case, that were slightly soiled by oil from the broken lamps. Delayed fourteen hours and twenty minutes.

January 1, 1892.—Omaha and Ogden R. P. O., train No. 4, collided with the rear end of a freight train at Julesburg, Colo., about 11:30 a. m. No mail lost or damaged. Clerk uninjured.

January 3, 1892.—Spokane and Pendleton R. P. O., train No. 5, jumped the track 4 miles north of Tekoa at 9:30 a. m., caused by spreading rails. The car went down a 10-foot embankment, and was badly demolished. Clerk R. H. Coston was slightly injured. No mail lost or damaged. Delayed three hours and ten minutes.

January 4, 1892.—Peoria and St. Louis R. P. O. was wrecked at Pekin, Ill., at 1:30 p. m. Combination mail and baggage car was overthrown and the letter mail thrown from the cases and scattered through the car. No mail lost or destroyed, although a number of letters were damaged by oil from lamps. Clerk uninjured.

January 4, 1892.—Atchison and Lenora R. P. O., train No. 422, was wrecked 2 miles west of Greenleaf, Kans., at 8 p. m. No mail lost or damaged. Clerk C. W. Trowbridge was slightly injured. Delayed five hours.

January 4, 1892.—Kansas City and Memphis R. P. O., train No. 3, collided in the yards of the Union Depot at Kansas City, Mo., with a freight train at 9:10 p. m., disabling the mail apartment and necessitating transfer to another car. No mail lost or damaged, and clerks uninjured.

January 5, 1892.—Junction City and Parsons R. P. O., train No. 9, was wrecked 9 miles from Junction City, Kans., at 10:10 a. m. No mail lost or damaged and clerk uninjured. Delayed fourteen hours and twenty-five minutes.

January 7, 1892.—Cleveland and Indianapolis R. P. O., train No. 12, ran into the rear end of a freight train standing on the track at Anderson, Ind., about 7:20 a. m. No damage to mail car, mail, clerks, or equipment. Delayed one hour.

January 11, 1892.—Chicago and Louisville R. P. O., train No. 6, was derailed 2 miles north of Crawfordsville, Ind., at 1:15 p. m. The mail apartment went down an embankment 40 feet high. Clerks George R. Fox and R. M. Clark were slightly injured. No mail lost or damaged.

January 11, 1892.—New York and Pittsburg R. P. O., train No. 7, when passing Wilmerding, Pa., at 8:15 a. m., had the roof and side of the postal car damaged by the explosion of the Baker heater in the car. No damage to mails or injury to clerks.

January 12, 1892.—Loup City and Grand Island R. P. O. was wrecked 8 miles north of Grand Island, Nebr., at 8:30 a. m., caused by a broken rail. Clerk uninjured and no mail lost or damaged.

January 14, 1892.—Fremont and Lincoln R. P. O., train No. 28, collided with a switch engine at Lincoln, Nebr., at 8:50 p. m. Clerk A. P. Kempton was slightly injured. No mail damaged or destroyed, but the mail car was rendered unfit for service.

January 14, 1892.—Elba and Rocky Mount R. P. O., train No. 10, was derailed and wrecked 10 miles west of Elba, Va., at 12:10 p. m. The apartment car was thrown on its side and more or less of the mail damaged by oil and water. No mail lost or destroyed, and clerk uninjured.

January 14, 1892.—Cumberland and Pittsburg R. P. O., train No. 5, collided with a freight train at Fitzhenry, Pa., at 2 a. m., considerably

damaging the side of the apartment car. Clerk uninjured and no damage to mail.

January 16, 1892.—Sparta and Viroqua R. P. O., train No. 503, left the track 2 miles south of Westby, Wis., at 8:50 a. m., rolled down the embankment and was totally wrecked. The car caught fire from the stove, and a small quantity of paper mail, with the sacks containing the same, was damaged. The letter mail was not injured. Clerk A. J. Moe was slightly injured.

January 16, 1892.—New York and Washington R. P. O., train No. 13, one of the postal cars was derailed in the yards at Jersey City, at 4:46 a. m. After a delay of some minutes the car was cut loose and the train left carrying one car of the New York and Washington R. P. O. and two cars of the New York and Pittsburg R. P. O., which are also attached to this train. No damage to mails and clerks uninjured. The car derailed was somewhat damaged, and the mail was transferred to another. Mail contained in derailed car delayed three hours.

January 17, 1892.—Albert Lea and Burlington R. P. O., train No. 1, was run into while standing in the yards at Burlington, Iowa, by a freight train, at 2 a. m. Clerk A. W. Harroun slightly injured. No mail lost or damaged.

January 17, 1892.—Kansas City and Pueblo R. P. O. was wrecked about 11:30 a. m. at Newton, Kans., caused by the breaking of a switch rod. The postal and baggage cars were derailed, and after running about 100 feet the postal car turned over on its side. Clerk W. F. Jones was seriously injured. No mail lost or damaged, but part of it was damaged by oil and dirt.

January 18, 1892.—Monett and Paris R. P. O., train No. 4, left the track near Pitkin, Ark., at 3:35 p. m. No mail damaged and postal clerk uninjured. Delayed one hour and thirty minutes.

St. Louis and Jackson R. P. O., train No. 2, collided with a freight train just south of Alto Pass, Ill., at 2:23 p. m. No mail lost or damaged and clerk uninjured. Delayed two hours and forty minutes.

January 19, 1892.—Perryville and Memphis R. P. O., train No. 51, was derailed about 5 a. m. near Lexington, Tenn., by engine striking rock, which rolled from hill. Mail, clerk, and equipment not damaged.

January 19, 1892.—Rutherfordton and Kingsville R. P. O., train No. 33, collided with a freight train near Lancaster, S. O., about 12:30 p. m. No mails were lost, damaged, or destroyed. Apartment car badly damaged. Clerk unhurt.

January 20, 1892.—Huntington and Portland R. P. O. was wrecked at Maxwell Station, Oregon, about 6 miles east of Umatilla, at 12:30 a. m. Mail car jumped the track and was badly smashed. Clerk uninjured. No damage to mail, excepting a small quantity of paper mail that got wet. Delayed twenty hours.

January 20, 1892.—Albuquerque and Los Angeles R. P. O., train No. 4, collided with an excursion train just east of Blue Water Station, N. Mex., at 12:18 a. m. Clerk A. S. Grant and Acting Clerk C. C. Rhodes were seriously injured. The mail car was completely demolished and, together with the mail, was buried under the débris. Considerable mail was lost and damaged.

January 20, 1892.—Council Bluffs and Kansas City R. P. O., train No. 34. The postal car broke down at Hamburg, Iowa, at 12:10 a. m., and it became necessary to transfer clerks and mail to baggage car, in which the trip to Kansas City was completed. Delayed two hours and and thirty-five minutes. No mails lost or damaged. Clerks uninjured.

January 21, 1892.—Gurdon and Eldorado R. P. O., train No. 132, was wrecked near Camden, Ark., at 6:45 a. m. Baggage and mail cars left the track. No damage to mail or mail car. Clerk uninjured. Delayed two and one-half hours.

January 21, 1892.—Atchison and Lenora R. P. O., train No. 421, was wrecked at Day, Kans., at 9:10 a. m., by tail-end collision with local freight train. No mails lost or damaged and clerk not injured. Delayed four hours.

January 22, 1892.—Chicago and McGregor R. P. O., train No. 3, collided with an engine at Pacific, Ill., at 11:40 p. m. Mail car was badly damaged. No mail lost or damaged. Clerk J. M. McLaughlin was slightly injured.

January 22, 1892.—Chicago and West Liberty R. P. O., train No. 3, was wrecked about 11:10 p. m. near Blue Island, Ill., owing to spreading rails. The entire train left the track and immediately after fire started, consuming all the cars excepting the mail car. The mail car caught fire, but by vigorous efforts of the clerks was saved. The letter mail was somewhat damaged by water from the water coolers, but none lost or destroyed. Clerks O. Johnson and John Anderson were slightly injured.

January 23, 1892.—Palestine and Galveston R. P. O., train No. 6, was wrecked at New Waverly, Tex., at 12:40 a. m., by striking a freight car on the side track which did not clear the main lines. Mail car slightly damaged and a few letters damaged by oil from the lamps. Clerk A. L. Forbes slightly injured. Delayed two and a half hours.

January 24, 1892.—Chicago and Burlington R. P. O., train No. 8, collided with the rear end of a freight train at Gladstone, Ill., at 1:50 a. m. The mail car was slightly damaged. No damage to mails, and clerks unhurt.

January 25, 1892.—Fayetteville and Pregnalls R. P. O. was wrecked at Johns Station, N. C., at 1:14 p. m., by colliding with some freight cars standing on side track. The apartment car was considerably damaged and Clerk A. J. Andrews seriously injured.

January 27, 1892.—St. Louis, Louisiana and Kansas City R. P. O., train No. 44, collided with a Missouri Pacific engine at 7 a. m. at St. Louis union depot. No mails lost or damaged. Clerk W. Weinman was slightly injured.

January 27, 1892.—Denver and Leadville R. P. O., train No. 401, was wrecked at Dunkins Station (n. o.), 4 miles west of Farnham Station, at 3:15 p. m., caused by broken wheel on mail apartment car. Delayed one hour and twenty minutes.

January 28, 1892.—New York and Pittsburg R. P. O., train No. 8, was wrecked at Tuscarora Station, Pa., at 2:14 p. m. No mail lost or damaged. Clerk uninjured. Delayed two hours and ten minutes.

January 28, 1892.—Wilkesbarre and Pottsville R. P. O., train No. 490, collided with a Lehigh Valley train near New Boston, Pa., about 12:58 p. m. The mail car was slightly damaged. No mail lost or damaged, except that some of the mail was disfigured by blood marks from the injured hand of Clerk C. D. Boyle, which was slightly injured.

January 29, 1892.—St. Louis and Burrton R. P. O., train No. 31, met with an accident in the Monett, Mo., yards at 8 p. m., in which the engine and front trucks of the postal car were derailed, delaying the unloading of mails half an hour.

January 29, 1892.—Birmingham and Greenville R. P. O., train No. 53, was wrecked about 7:20 a. m., 2 miles east of Greenville, Miss. The mail car was stripped of its wheels and thrown into the ditch.

No mails were lost or damaged. Delayed twenty-four hours. Clerk uninjured.

January 30, 1892.—New Orleans and Marshall R. P. O., train No. 52, was wrecked near Robilene, La., at 8:08 a. m., by running into a burning bridge. The entire train was consumed by fire. The fire originated from overturned stoves in the coaches and also from burning bridge timbers. All mail, including registered matter, was consumed by fire. Clerk W. A. Gilbert was imprisoned in his car, which caught on fire immediately after the wreck, until released by one of the passengers, who cut a hole in the car with an ax. Mr. Gilbert was seriously injured.

January 30, 1892.—Philadelphia and Cape May R. P. O., train No. 5, while in the Camden, N. J., depot, was wrecked about 6:40 a. m. The mail compartment car was struck violently by a draft of cars, with the result that the entire platform of the car was badly wrecked and Clerk J. T. Van Meter slightly injured. The letters were scattered around the floor and somewhat stained by oil from the broken lamps and by blood from Clerk Van Meter's battered nose.

January 31, 1892.—New York and Chicago R. P. O., train No. 32. The postal car containing the paper mail was discovered to be on fire, 4 miles east of Syracuse, N. Y., and the car and most of the paper mail totally destroyed.

February 1, 1892.—Cleveland and Marietta R. P. O., trains Nos. 2 and 3, were wrecked at 1:15 p. m. at Pittsburg and Western Junction, Akron, Ohio, by colliding with a freight car. The letter mail was thrown from the cases and a portion of it was damaged by oil and water. Clerk F. S. Coleman was slightly injured.

February 2, 1892.—Taylorsville and Charlotte R. P. O., train No. 12, was wrecked about 5:30 p. m. at Crofts, N. C., caused by tender of trucks leaving track. Apartment car slightly injured and a small amount of paper mail damaged by oil from the lamps. Delayed eight hours and twenty minutes.

February 3, 1892.—Westport and Elnora R. P. O., train No. 371, was wrecked $1\frac{1}{2}$ miles east of Bedford, Ind., at 9 a. m., by a landslide. No mail lost or damaged and clerk uninjured.

February 3, 1892.—Switz City and Effingham R. P. O. was derailed 2 miles east of Switz City, owing to a broken rail, at 11:15 a. m. No mail lost or damaged. Clerk uninjured. Delayed fifteen hours.

February 3, 1892.—Pittsburg and St. Louis R. P. O., train No. 7, was derailed in the St. Louis yards and run into by an express car. No mail lost or damaged. Clerks uninjured. Postal car was disabled by having one end broken in.

February 4, 1892.—Houston and San Antonio R. P. O., train No. 2, was wrecked near Elmendorf, Tex., by running over a cow. No damage to mail or mail car. Postal clerk unhurt. Delayed five hours and forty minutes.

February 5, 1892.—Switz City and Effingham R. P. O. was wrecked 1 mile east of Dugger, Ind., at 12:25 p. m. owing to a broken rail. No mails lost or damaged. Clerk unhurt. Delayed sixteen hours.

February 6, 1892.—Kansas City and Geneseo R. P. O. was discovered on fire in the union depot at Kansas City, Mo., at 4 a. m. The fire is supposed to have originated from the lamps in the car. No mail lost or damaged.

February 6, 1892.—Kansas City and Oxford R. P. O., train No. 15, was run into from the rear by a freight train while standing at the depot at Wymore, Nebr., at 2:15 p. m. No mail lost or damaged and clerk unhurt.

February 8, 1892.—Albert Lea and Burlington R. P. O., train No. 2, was derailed at Shellsburg, Iowa, at 8:20 p. m. No mail lost or damaged and clerk unhurt. Mail car considerably damaged.

February 8, 1892.—Langdon and Larimore R. P. O., train No. 82, was wrecked 2 miles north of Conway, N. Dak., at 10:10 a. m., caused by a broken rail. The mail car turned over on the side and clerk W. H. Clayton was thrown head first through a window and slightly injured. The mail was badly scattered, but none lost or seriously damaged. Delayed three and one-half hours.

February 8, 1892.—Kansas City and Geneseo R. P. O., train No. 453, was wrecked at 6:25 a. m. 1 mile south of Harrisonville, Mo., caused by trucks at baggage end of mail car leaving the track. No mails lost or damaged and clerk uninjured. Delayed two and one-half hours.

February 9, 1892.—Cheyenne and Huntington R. P. O., train No. 1, collided with a coal car at Shoshone, Idaho, at 8:15 a. m. Clerk uninjured. The car was damaged to such an extent as to be rendered unfit for service. Some mail was slightly damaged by steam.

February 9, 1892.—Baltimore and Lexington R. P. O. apartment car, while standing in the yards at Baltimore, Md., the engine in making up the train struck the apartment car with so much force as to throw clerk T. S. Harris against the stove, injuring him seriously.

February 10, 1892.—New York, Scranton and Buffalo R. P. O., train No. 3, when near Bloods Depot, N. Y., met with an accident. Some portion of the engine became detached and struck the trucks of the following cars, injuring the rear trucks of the postal car. The clerk and mails were not injured, but the postal car had to be abandoned. Delayed three hours and twenty minutes.

February 10, 1892.—Marion and Council Bluffs R. P. O., train No. 2, collided with a switch engine between Omaha, Nebr., and Union Pacific Transfer, Iowa, at 1:30 p. m. No mails lost or damaged and clerk not injured.

February 11, 1892.—Portland and Worcester R. P. O., mail car No. 99, took fire in the car house at Nashua, N. H., about 8 p. m. The fire is supposed to have originated by the explosion of a lamp. The letter case was badly burned and one mail pouch damaged. No mail destroyed.

February 11, 1892.—New York and Chicago R. P. O., train No. 11, collided with another train at Brighton, N. Y., at 8:18 a. m. No mail damaged and clerk uninjured. Delayed six hours.

February 11, 1892.—Houston and San Antonio R. P. O., train No. 2, was wrecked near Hallettsville, Tex., by spreading of the rails, at 12:45 p. m. No damage to mail or mail car. Clerks uninjured. Delayed four hours and fifteen minutes.

February 12, 1892.—St. Joseph and Minco R. P. O., train No. 31, was wrecked at Shorey, Kans., at 12:30 p. m., by colliding with a freight train. Clerk J. R. Allen was slightly injured. The mails were scattered over the car, but none damaged. It is thought no mails were lost. The postal car was thrown on its side and badly damaged.

February 12, 1892.—Cheyenne and Huntington R. P. O., train No. 32, left the track at Ogden, Utah, at 7:45 a. m. No mails lost or damaged and clerks uninjured. Delayed about two hours.

February 12, 1892.—Chicago, Freeport, and Dubuque R. P. O. was derailed at Apple River, Ill., at 8:50 a. m., the entire train leaving the track. Clerks uninjured and no mails lost or damaged. Delayed nine hours and thirty-five minutes.

February 14, 1892.—Newton and Galveston R. P. O., train No. 31, was wrecked near Brenham, Tex., at 5:45 p. m. Mail car demolished. Mail

badly damaged by being saturated with oil from the lamps. No mail reported lost. Delayed eighteen hours. Clerk J. A. Glenn slightly injured.

February 16, 1892.—Pittsburg and St. Louis R. P. O., train No. 5. The postal car while being switched at Xenia, Ohio, collided with a caboose. The shock knocked down all of the clerks and Clerk T. J. Coridan was slightly injured.

February 15, 1892.—Goldsboro and Morehead City R. P. O., train No. 50, while standing in the yards at Morehead City, N. C., was run into by a freight engine at 7:30 a. m. No mail lost and clerk uninjured.

February 15, 1892.—Cairo and New Orleans R. P. O., train No. 3, ran through an open switch at Toone, Tenn., at 5:28 a. m., colliding with the rear end of a freight train. Clerk Charles Fitzgerald was slightly injured. No mails lost or damaged. Delayed four hours.

February 16, 1892.—Boston, Springfield and New York R. P. O., train No. 55. A sack of paper mail came in contact with a lamp fastened to one of the stanchions in the car and took fire. The sack was somewhat badly burned, although the larger part of the mail was either returned to sender or forwarded to destination.

February 18, 1892.—New York and Chicago R. P. O., train No. 11, collided with a light engine in the Syracuse yards at 7:30 a. m. Two postal cars slightly injured. No mail lost or damaged. Clerks uninjured. Delayed two hours.

February 19, 1892.—Evansville and Princeton R. P. O., train No. 84, was run into by a fast freight train near Dawson. Mail apartment car was badly damaged. No mail lost or damaged.

February 20, 1892.—Plattsburg and Saranac Lake R. P. O., train No. 1, when about $1\frac{1}{2}$ miles east of Russia Station struck a load of logs that was being hauled across the track, killing the driver and one horse. The steps and trucks of the mail apartment car were injured to such an extent that the car had to be left at Lyon Mountain for repairs. No damage to postal clerk or mails.

February 20, 1892.—Chicago and Cincinnati R. P. O. collided with a freight train in the Indianapolis yards about midnight. The postal car was telescoped and had to be abandoned. No mail lost or damaged and clerks uninjured.

February 22, 1892.—Tracy and Pierre R. P. O., train No. 4. The mail-apartment car was thrown from the tracks about 2 miles west of Ree Heights, S. Dak., at 5:20 a. m. Trucks of the mail car were broken and the car disabled. No mail lost or damaged and clerk uninjured.

February 22, 1892.—Cleveland and Cincinnati R. P. O., train No. 12, was derailed in the yards at Columbus, Ohio, at 10:45 a. m. Clerk Frank M. Jones was slightly injured. No mail lost or damaged. Delayed one and one-half hours.

February 23, 1892.—Conroe and Navasota R. P. O., train No. 36, was wrecked near Plantersville, Tex., at 11 a. m. No damage to mail or mail car. Clerk uninjured.

February 23, 1892.—Pacific Junction and McCook R. P. O., train No. 3, collided with two empty passenger coaches at Holdredge, Nebr., at 3:20 a. m. Mail car slightly damaged. No damage to mails and clerks uninjured.

February 25, 1892.—New York and Pittsburg R. P. O., train No. 4; the postal car while standing outside the station was run into by a drill engine with such force as to throw the postal clerks from their feet. Clerk W. L. Beers was slightly injured.

February 26, 1892.—Roper and Sedan R. P. O., train No. 409, was derailed at 7:50 a. m., $2\frac{1}{4}$ miles from Monett, Kans., by spreading of the rails. No mails lost or damaged and clerk uninjured.

February 26, 1892.—Peoria and St. Louis R. P. O., train No. 4, collided with a train of the Mobile and Ohio Railroad on the bridge approach at St. Louis, Mo., at 8 a. m. No loss or damage to mails and clerks not injured.

February 26, 1892.—Yates Center and Kiowa R. P. O., train No. 252, was wrecked near Clearwater at 4:40 p. m., caused by the breaking of an axle. No mails lost or damaged and clerk uninjured.

February 26, 1892.—St. Louis and Jackson R. P. O., train No. 31, collided with Peoria and St. Louis R. P. O., train No. 1, on the east approach of the St. Louis bridge at 8 a. m. The end of the St. Louis and Jackson R. P. O. mail apartment car was smashed in and the paper case and distributing table broken. No mails were lost or damaged. Clerk W. J. Clendenin was slightly injured.

February 27, 1892.—Detroit and Cincinnati R. P. O. The postal car was burned on the night of the 27th of February, while in the yards at Cincinnati, Ohio. The letter mail was nearly all saved, but most of the newspaper mail was burned. About 50 leather pouches, 120 canvas sacks and 50 locks were also destroyed.

February 28, 1892.—Knobel and Helena R. P. O., train No. 68, was wrecked near Wynne, Ark., by striking a cow. Mail car was thrown from the track against an embankment. The letter mail was thrown out of the case and some of it damaged by oil from a broken lamp. Clerk unhurt. This accident occurred at 9:20 p. m.

February 29, 1892.—Mexico and Cedar City R. P. O., train No. 138, was wrecked at 4:50 p. m., three-fourths of a mile north of New Bloomfield, Mo., caused by spreading of the rails. No mail lost or damaged and clerk was not injured.

February 29, 1892.—Chicago, Fort Madison and Kansas City R. P. O., train No. 3, collided with a freight train about 10:26 p. m., near Ransom, Ill., telescoping the mail car at both ends. Clerk J. N. Falls was seriously injured. No mails lost and only one letter damaged.

March 1, 1892.—Grafton and Cincinnati R. P. O., train No. 1, was wrecked $1\frac{1}{2}$ miles east of Bridgeport, W. Va., about 11:30 p. m., by the left driving wheel of engine breaking. The wheel struck the middle of 60-foot postal car, smashing it in, damaging paper rack. No mail lost or damaged. Clerks uninjured.

March 7, 1892.—Atlanta and Brunswick R. P. O., train No. 13, was wrecked at Dames Ferry, Ga., at 9:40 p. m. Mail car, express car, two coaches, and one sleeper left the track. The trucks were completely torn from under the mail car. Clerk E. Lehman was slightly injured. One or two pieces of mail were slightly damaged by fire caused by coal bouncing out of stove.

March 8, 1892.—Philadelphia and Cape May R. P. O., train No. 20, collided with another train at 3:41 p. m., near Anglesea Junction (n. o.), N. J. The letter mail was thrown out of cases and scattered about the floor, but none lost or injured. Clerk uninjured. Delayed fifty minutes.

March 8, 1892.—Detroit and Cincinnati R. P. O., train No. 307, was derailed and wrecked 2 miles south of Rockwood, Mich., about 10:15 p. m. Postal car turned over in a pond, there being 5 feet of water in storage and 18 inches in letter end of car. One-third of the letter mail and nearly all of the paper mail was damaged by water. Clerk C. R. Hedrick was slightly injured.

March 10, 1892.—Cookeville and Lebanon R. P. O., train No. 2, was derailed near Hickman, Tenn., by rails spreading. No mails lost or injured. Clerk uninjured. Delayed twenty-four hours.

March 10, 1892.—St. Paul and Helena R. P. O., was wrecked while standing on the track at Lake Park Station, Minn., at 3 a. m., by being run into by an eastbound double-header snowplow. The letter mail was strewn over the floor and badly damaged by water from the tank of the engine tender, which smashed through forward end of car. No mail lost or destroyed. Clerk uninjured. Delayed nine hours and twenty-five minutes.

March 10, 1892.—Branch Junction and Pittsburg R. P. O., train No. 2, was wrecked $2\frac{1}{2}$ miles east of Allegheny, Pa., about 7 a. m., caused by the engine jumping the track and striking two other engines on the siding. Mail car not damaged. No mail lost or injured. Clerk unhurt.

March 11, 1892.—Cairo and New Orleans R. P. O., train No. 41, was derailed 3 miles south of Jackson, Miss. Postal car was thrown down an embankment and broken up. Clerk E. D. Palmer was slightly injured and clerk Isham Harris seriously. No mails lost or destroyed, but a considerable amount was damaged by oil and water. Delayed twelve hours.

March 12, 1892.—Nashville and Hickman R. P. O., train No. 52, ran into a freight train at Paducah Junction, Ky., at 2:15 p. m. The mail apartment car was wrecked and the mail thrown from the cases by the shock. No mail lost or damaged. Clerk uninjured. Delayed six hours.

March 13, 1892.—Council Bluffs and Kansas City R. P. O., express train No. 11; when between Kansas City and St. Joseph five sacks of paper mail and two pouches caught fire from the stove due to the negligence of the baggageman, who had charge of the same. The five sacks of paper mail were damaged to such an extent by the fire and by water used to put out the fire that only a portion could be delivered. The letter mail was but slightly damaged.

March 14, 1892.—Chicago, Abbottsford and Minneapolis R. P. O., train No. 1, was wrecked a short distance west of Dale, Wis., at 6:10 a. m., on account of broken rail. Clerk A. E. Cowie was slightly injured. No mail lost or damaged. Delayed five and a half hours.

March 16, 1892.—Versailles and Irvene R. P. O., train No. 4, was derailed between Alger and Panola about 4 p. m., caused by track spreading. No mail lost or damaged. Clerk uninjured.

March 17, 1892.—Hinton and Cincinnati R. P. O., train No. 2, collided with end of freight train in Stretchers Neck Tunnel, about 20 miles from Hinton, at about 5:30 p. m. Clerks uninjured. No mail lost or damaged.

March 21, 1892.—Loup City and Grand Island R. P. O. was wrecked at Pool Siding, Nebr., at 3 p. m., caused by a loose rail. Clerk uninjured. No mail lost or damaged. Delayed three hours and fifteen minutes. The forward trucks of the mail car tore through the car floor, thereby allowing the Government property therein to fall through to the ground, resulting in the destruction of a large portion of it by being ground under the car.

March 22, 1892.—St. Louis and Kansas City R. P. O., train No. 8, struck a rock 3 miles east of Otterville, Mo., at 1:35 a. m., disabling the engine and causing a delay of three hours. No mail lost or damaged. Clerks uninjured.

March 22, 1892.—Mendota and Centralia R. P. O., collided with a Wabash Railway engine at the crossing of that road at Decatur, Ill., at 10:25 a. m. No mails lost or damaged. Clerks uninjured.

March 25, 1892.—Toledo, Thurston and Columbus R. P. O., train No. 5, was wrecked at 2:10 p. m. near, Hatton, Ohio, caused by rails spreading. The mail car turned over on side in ditch but was not damaged. The mail was scattered and some of it saturated with oil from lamps. No mail lost. Clerk H. R. Weaver slightly bruised. Delayed two hours and a half.

March 26, 1892.—Coffeeville and Little Rock R. P. O., train No. 231, collided with a freight train near Wagner, Ind. T. No damage to mail or mail car. Clerk C. W. Keatts slightly injured.

March 28, 1892.—Dresden and Morrow R. P. O., train No. 7, was run into by wild coal and iron train 3 miles west of Cooksville, at 1:30 p. m. No mail lost or damaged. Clerk J. G. Bell slightly injured.

March 30, 1892.—Denver and Fort Worth R. P. O., train No. 2, was wrecked near Folsom, N. Mex. The trucks were knocked off of mail car and the floor torn up. The mail was shaken from the cases and some of it saturated with oil from the lamps. None lost. Clerk unhurt. Delayed ten hours.

March 30, 1892.—Atlanta and Birmingham R. P. O., train No. 53, was entered by two masked robbers near Irondale, Ala., about 11:30 p. m. Several shots were fired into the car and Clerk R. R. Hughes was slightly wounded. One registered pouch, containing some ten or fifteen registers, was carried off by the robbers.

March 31, 1892.—Atlanta and New Orleans R. P. O., train No. 6, collided with the rear end of a freight train near Evergreen, between 3 and 4 a. m. The tender of the engine telescoped the letter end of the postal car some 5 feet and the baggage car telescoped the through end of mail car up to within a few feet of the catcher doors. Clerks T. W. Lindsay and R. G. Campbell were slightly injured. Two mail weighers, R. M. Lyon and J. D. Thomas, were in the rear end of the mail car. Lyon was instantly killed and Thomas seriously injured. Some few letters were damaged by oil, water, and blood, but none lost.

March 31, 1892.—Philadelphia and Port Norris R. P. O., train No. 64, met with an accident at Bridgeton, N. J., at 8:05 a. m. while the train was being made up. The air brakes of the engine gave out and it struck violently against the rest of the train. The platform of the mail car was smashed to pieces and the floor badly twisted. The mail was thrown out of the boxes but was not damaged. Clerk uninjured.

April 1, 1892.—Burlington and Oskaloosa R. P. O. was blown from the track by the high wind prevailing at the time 1 mile east of Butler, Iowa, at 3:30 p. m. No mail lost or destroyed, but a large number of letters were damaged by mud and water. Clerk Frank McAdam was seriously injured.

April 3, 1892.—Denver and Ogden R. P. O., train No. 1, was wrecked near Sagers Station, Utah, at 3:35 a. m. by running over stock. The mail apartment and baggage cars were turned over and the mail badly damaged by oil and water, but none lost. Clerk G. N. Burghardt was slightly injured.

April 4, 1892.—Barnesville and West Milton R. P. O., train No. 6, when 1 mile north of Alta siding, about 1:05 p. m., ran into a large rock. The steps on one side of the mail apartment car were torn off and the running gear somewhat injured. Delayed thirty-one minutes.

April 5, 1892.—Birmingham and Greenville R. P. O., train No. 52; when near Winona, Miss., about 5:40 p. m., a bridge gave way, letting the mail car down slowly into the creek. Before all of the mail could be gotten out of the car it was submerged in the creek and about eveny-five letters were lost in the water.

April 7, 1892.—Albuquerque and Los Angeles R. P. O., train No. 3, ran into an open switch at Navajo, Ariz., at 10:30 a. m., and collided with a freight train. One of the stanchions was knocked out and the water cooler detached from its fastenings, which flooded the floor, saturating some of the paper mail. Clerk uninjured, and no mail lost or seriously damaged. Delayed fifty minutes.

April 10, 1892.—New York and Washington R. P. O., train No. 78, when running into Wilmington, Del., at 3:29 a. m., collided with a freight train in the yard. The door of the postal car was smashed in and the outside panels were badly damaged. Clerks uninjured. No mail lost or damaged.

April 13, 1892.—Manhattan and Burlingame R. P. O., train No. 154, was wrecked 2 miles from Eskridge, Kans., at 5:45 p. m. The mail apartment car was not affected. Delayed three hours and thirty five minutes.

April 14, 1892.—Orlando and Wildwood R. P. O., train No. 50, was wrecked by running off the track at 10:30, at Tavares, Fla. No mails were lost or destroyed, and only a few letters damaged by oil. Clerk uninjured.

April 16, 1892.—New York and Chicago R. P. O., train No. 13, collided with a freight train at Vermillion, Ohio. Clerks uninjured. No mail lost or damaged. Delayed three hours.

April 16, 1892.—Mackinaw City and Detroit R. P. O., train No. 203, ran into an open switch at Saltzburg, Mich., about 12 noon, and collided with a freight train. Postal car badly damaged. No mail lost or damaged and clerk uninjured. Delayed two and one-half hours.

April 19, 1892.—Burlington and Council Bluffs R. P. O., train No. 6, collided with an empty-passenger train standing on side tract at Villisca, Iowa, caused by open switch, at about 2:15 a. m. Clerks uninjured. No mail lost. A small quantity of mail was damaged by oil from the lamps.

April 20, 1892.—New York and Pittsburg R. P. O., train No. 25, collided with a yard engine at Philadelphia, Pa., about 11:42 a. m. No mails lost or damaged. Clerks uninjured. Postal car somewhat damaged. Delayed forty minutes.

April 20, 1892.—Gurdon and El Dorado R. P. O., train No. 131, was wrecked by washout near Chidester, Ark., at 3:30 p. m. Letters were thrown from the cases and a few damaged by oil from the lamps. No mail lost. Clerk uninjured. Delayed one hour.

April 21, 1892.—El Paso and Los Angeles R. P. O., train No. 19, was wrecked 3 miles east of Ligurta Station, Ariz., by train running into a herd of cattle, at 6:55 p. m. The mail car was derailed and the forward end crushed in, scattering the letter mail over the floor, damaging a small quantity by oil and water. No mail lost. Clerk uninjured.

April 21, 1892.—Memphis and Little Rock R. P. O., train No. 3, was wrecked near Cicalla, Ark., by running over some stock. No mail lost or damaged. Clerk uninjured. Mail car badly wrecked. Delayed ten hours and forty-five minutes.

April 21, 1892.—Louisville and Bloomfield R. P. O., train No. 53, was ditched 1 mile from Long Run, Ky., at 12:30 p. m. Mail car a total wreck. Mail slightly damaged, but none lost. Clerk J. R. Clark slightly bruised. Delayed fifteen hours.

April 22, 1892.—Spokane and Pendleton R. P. O. was derailed near Colfax, Wash., at 3:05 p. m. No damage to mail or mail car. Clerk uninjured.

April 23, 1892.—Elba and Rocky Mount R. P. O., train No. 9, was wrecked 9 miles west of Elba, Va., at 8:20 p. m., caused by the break-

ing down of the freight car in advance of the mail apartment. The mail was scattered about the car and somewhat damaged by oil and water. No mail lost and clerk uninjured.

April 25, 1892.—Switz City and Effingham R. P. O., train No. 1, was derailed 3 miles east of Linten, Ind., at 11:30 a. m. The mail car was slightly injured by the accident, but no damage resulted to mails or clerk. Delayed eight hours.

* *April 28, 1892.*—Nashville and Hopkinsville R. P. O., train No. 56, was run into at Moors Station, Ky., about 8:15 p. m., by a freight train. No mail lost or damaged. Postal car badly wrecked. Clerk E. S. Hawkins seriously injured.

April 28, 1892.—Portland and San Francisco R. P. O., train No. 15, was wrecked near Myrtle Creek, Oregon, at 10:40 p. m. The mail car was telescoped about 30 feet by the engine. Clerk uninjured. Paper mail took fire from overturned lamps, but was extinguished without much damage.

April 28, 1892.—Denison and Taylor R. P. O., train No. 2, was wrecked at Lorena, Tex., by running into the rear end of a freight train at 2:20 a. m. No damage to mail or mail car. Clerk C. S. Kretzinger slightly bruised. Delayed two hours and twenty minutes.

April 29, 1892.—Gurdon and El Dorado R. P. O., train No. 131, was wrecked near Sayre, Ark., at 1:10 p. m. No damage to mail or mail car. Clerk uninjured. Delayed five hours and twenty-five minutes.

April 30, 1892.—York and Baltimore R. P. O., train No. 2, was wrecked near Pylesville, Md., at 9:45 a. m., by running into an open switch. No mail lost or destroyed, and clerk uninjured.

April 30, 1892.—Cairo and New Orleans R. P. O., train No. 4; was run into from the rear by a freight train at Holly Springs, Miss., at 11:45 p. m. No mail lost or damaged. Delayed one hour and a half. Clerk E. F. Clemons slightly bruised.

April 30, 1892.—New York and Pittsburg R. P. O., train No. 7, was wrecked near Coatesville, Pa., about 11:30 p. m., by colliding with a freight train. No mail lost or damaged. Clerks uninjured. Delayed about twenty-four hours.

May 1, 1892.—St. Louis and Burlington R. P. O., train No. 2, was wrecked at Beaumont, Kans., at 12:25 a. m., caused by switch being turned for branch track. No mail lost or damaged. Clerk uninjured. Delayed three hours and twenty minutes.

May 1, 1892.—Pacific Junction and McCook R. P. O., train No. 4, ran into a washed-out culvert at 6:30 a. m., near Crete, Nebr. The engine plunged into the culvert and the mail car leaped clear over the engine and, landing 50 feet beyond, was totally demolished. Clerks F. H. Cole, E. B. Holt, F. A. Holt, and F. L. Keller were seriously injured. The mails were completely immersed in mud and water and were badly damaged.

May 2, 1892.—Westport and Elnora R. P. O. was wrecked at 5 p. m., between Westport and Seymour, by broken axle on engine. No mail lost or damaged. Clerk unhurt.

May 3, 1892.—Wilmington and Landenburg R. P. O., train No. 22, was wrecked at Landenburg, Pa., at 11:54 a. m. No mail lost or damaged. Clerk O. L. Bell slightly bruised. One end of the mail-apartment car was badly damaged.

May 3, 1892.—Dubuque and Mendota R. P. O., train No. 5, collided with a freight train at Sublette, Ill., at 7:10 p. m., caused by open switch. Clerk George O. Morris was seriously injured and Clerk John C. Young slightly. The mails were more or less damaged, but none lost or destroyed.

May 4, 1892.—Texarkana and El Paso R. P. O., train No. 3, was wrecked near Midland, Tex., by colliding with a freight train, at 10:25 p. m. No mail lost or damaged. One corner of mail car badly shattered. Clerk uninjured. Delayed two and a half hours.

May 5, 1892.—Chicago, Fort Madison and Kansas City R. P. O., train No. 6, was wrecked at Revere, Mo., at 1:30 a. m., caused by falling bridge. Clerk R. E. Dutcher was pinned beneath the debris of the car and remained under the wreck for three hours. He received bruises and contusions, but was not seriously injured. Clerk Claud M. Beal was also severely bruised. The mails were more or less damaged by mud and water, but none lost.

May 6, 1892.—Denison and Taylor R. P. O., train No. 2, was wrecked by being run into by a freight train at Waco, Tex., at 2:45 a. m. No mails lost or damaged. Clerk uninjured. Delayed three hours.

May 7, 1892.—St. Louis and Kansas City R. P. O., train No. 7, collided with a freight train at Knobnoster, Mo., at 8:26 a. m. The newspaper car was badly wrecked by tender of engine being forced through the front end of it. Clerks J. W. Salwaenter and A. J. Koelling were slightly injured. No mails lost or damaged. Delayed two hours and forty-five minutes.

May 7, 1892.—Chicago and St. Louis R. P. O., train No. 2, ran into an open switch at Mitchell, Ill., at 7:45 p. m., and collided with a freight train. No mails lost or damaged. Clerks uninjured.

May 10, 1892.—Hannibal and Gilmour R. P. O., train No. 1, was wrecked at Troy, Mo., at 9:15 a. m. No mails lost, but a portion was damaged by oil and water. Clerk C. C. Brown was slightly injured.

May 13, 1892.—Chicago and Cincinnati R. P. O., train No. 3, ran into an open switch and collided with a freight train near Indianapolis, Ind., at 4:50 p. m. The mail car was so damaged that it had to be taken to the shops. Clerks and mail uninjured.

May 13, 1892.—Chicago and Cincinnati R. P. O., train No. 12, jumped the track at 10:30 p. m., at Kankakee, Ill. No mails lost or damaged. Clerks uninjured. Delayed three hours.

May 13, 1892.—Denison and Taylor R. P. O., train No. 1, was fired into by a number of men who endeavored to stop same, evidently for the purpose of robbery. A load of buckshot passed through the mail car. No damage to mail and clerk unhurt.

May 14, 1892.—Chariton and St. Joseph R. P. O. collided with an engine standing on a side track at King City, Mo., at 5 p. m. The clerk jumped from his car and was not injured. No mails lost or damaged.

May 17, 1892.—Butler and Madison R. P. O., train No. 343, was wrecked at 3:30 p. m., 3 miles west of Le Roy, Kans., caused by spreading rails. Mail-apartment car turned over on its side and the clerk shaken up, but not injured. No mails lost or injured.

May 17, 1892.—Omaha and Ogden R. P. O., train No. 4, collided with another train at South Omaha, Nebr., at 4 p. m. No mail lost or damaged. Clerks unhurt. Mail car badly damaged and rendered unfit for duty.

May 18, 1892.—Litchfield and Kampsville R. P. O., train No. 45, was derailed 1 mile west of Reeders, Ill., at 10:45 a. m. Clerk uninjured and no mail lost or damaged.

May 19, 1892.—Meridian and Shreveport R. P. O., train No. 1, was wrecked near Forest, Miss., at 9:15 p. m. The mail car was derailed and considerably damaged. No mail lost or damaged. Clerk uninjured. Delayed twelve hours.

May 20, 1892.—St. Louis and Council Bluffs R. P. O., train No. 8, met with an accident at 12:55 a. m., 4 miles east of Gallatin, Mo. The forward trucks of the tender of the engine gave way and in the wreck that followed the postal car was damaged to such an extent as to render it necessary to transfer mails to another car. No mails lost or damaged. Clerks uninjured.

May 20, 1892.—Cairo and Texarkana R. P. O., train No. 1, was wrecked by colliding with a freight train on bridge over Crooked Bayou, Ark., at 7 p. m. No mail lost or damaged. Clerk Kent Strahan slightly bruised.

May 20, 1892.—Rich Hill and Larned R. P. O., train No. 482, was wrecked at 6.25 a. m., between Dexter and Hooser, Kans. No mails lost or damaged. Clerk uninjured. Delayed about six hours.

May 20, 1892.—Independence and Cedar Vale R. P. O., train No. 263, was wrecked 1 mile east of Elgin, Kans., at 7:40 a. m. Clerk uninjured. No mail lost or damaged.

May 21, 1892.—Sedalia and Denison R. P. O., train No. 1, when near Blue Jacket, Ind. T. About 3:50 a. m., the paper mail was discovered on fire and before it could be extinguished resulted in a partial destruction of about 15 sacks. No letters or registers were damaged. Clerks uninjured. Origin of fire not definitely known. Delayed about fifteen minutes.

May 21, 1892.—Kansas City and Beatrice R. P. O., train No. 11, collided at 8 a. m. with another train near White Church, Kans. No mail lost or damaged. Clerk unhurt. One end of mail car smashed in and mail transferred to another car. Delayed five hours..

May 22, 1892.—Burlington and St. Louis R. P. O., train No. 3, was wrecked in the Quincy, Ill., yards at 2:05 a. m. by running through an open switch. No mail lost or injured. Clerks uninjured. Delayed fifty minutes.

May 24, 1892.—St. Louis and Texarkana R. P. O., train No. 55, when near Harviell, Mo., about 4:20 a. m., caught fire, presumably by sparks from the engine. Clerks uninjured. Mail more or less damaged by fire and water.

May 26, 1892.—Omaha and Ogden R. P. O., train No. 8, was wrecked at Gilmour, Nebr., at 10:10 a. m. Mail car was disabled but no mails damaged or destroyed. Clerks H. W. Yates and G. V. H. Brill slightly injured.

May 27, 1892.—Houston and San Antonio R. P. O., train No. 1, was wrecked by running into a car of lumber at Eagle Lake, Tex., at 9:30 p. m. No damage to mail or mail car. Clerk uninjured. Delayed five hours.

May 28, 1892.—Irvington and Fordsville R. P. O., train No. 2, collided with a rock, which had fallen on the track near Dempster Junction, at 4:45 a. m. The mail car was uninjured and no mail lost.

May 28, 1892.—Kokomo and Louisville R. P. O., train No. 10, was wrecked at Howland, Ind., at 4 a. m. Mail-apartment car was telescoped. Clerk H. G. Perine slightly injured. Mail slightly damaged by oil.

May 31, 1892.—New York and Dunkirk R. P. O., train No. 3, was struck by an engine in the Salamanca, N. Y., yards about 11:13 a. m. Postal car badly damaged. Clerks uninjured. No mail lost or damaged.

May 31, 1892.—Chicago, Monon and Cincinnati R. P. O., train No. 31, when at Liberty, Ind., about 6:10 p. m., a lamp exploded, setting fire to the mail. A considerable amount of paper mail was damaged by fire and water. No letter or registers mail injured.

June 1, 1892.—Newton and Galveston R. P. O., train No. 403, was attacked by robbers near Magnolia, Okla., at 10:20 p. m. The express car was robbed and the postal clerk ordered out of his car and kept under guard until the robbers left. Mail car not entered. Delayed one hour and twenty minutes.

June 2, 1892.—Manhattan and Burlingame R. P. O., train No. 153, was wrecked near Eskridge, Kans., at 11 p. m., caused by trucks under a freight train breaking down. No mails lost or damaged and clerk uninjured.

June 2, 1892.—Buffalo and Pittsburg R. P. O., train No. 5, was wrecked near Foster Station at 6:01 p. m., caused by a washout. The engine, express, and mail cars went over the embankment into the river. No mail lost or destroyed. Clerk P. M. Yeany was seriously injured.

June 4, 1892.—Georgetown and Cincinnati R. P. O., train No. 2, was wrecked at East Hamersville, Ohio, about noon, caused by truck of tender breaking. No mail lost or damaged. Clerk uninjured.

June 6, 1892.—Oswego and Suspension Bridge R. P. O., train No. 117, struck a team and farm wagon at Randall road at 6:05 p. m. No mail lost or damaged. Clerk uninjured. Delayed one hour and five minutes.

June 10, 1892.—Des Moines and Kansas City R. P. O., train No. 7, was wrecked at Olivet, Iowa, at 7:35 a. m., caused by train running into an open switch and colliding with two box cars. The mail-apartment car was thrown partly over and badly wrecked. The mails were slightly injured by oil from the lamps. Clerk uninjured. Delayed five hours.

June 10, 1892.—St. Louis and Texarkana R. P. O., train No. 56, was run into by a freight train at Hematite, Mo. No damage to mail or mail car. Clerk uninjured. Delayed one hour and thirty-five minutes.

June 11, 1892.—Seattle and Portland R. P. O., train No. 4, when near Newauken, Wash., about 9 p. m. ran over a cow, derailing the engine, mail, baggage, and express cars. No mail lost or damaged and clerk escaped by jumping from the car.

June 13, 1892.—St. Louis and Burrton R. P. O., train No. 1, was derailed at Cuba, Mo., at 12 o'clock noon. Clerks uninjured and no mails lost or damaged. Delayed three hours and fifteen minutes.

June 13, 1892.—New York and Washington R. P. O., train No. 78, collided with a freight train near Winaus, Md., at 12:31 a. m. Mail not damaged and postal car not injured. Clerk P. F. Barrett slightly bruised. Delayed one hour and thirty minutes.

June 14, 1892.—Des Moines and Kansas City R. P. O., train No. 7, was wrecked 5 miles north of Macon City, Mo., about 3:30 a. m., caused by a broken rail. Clerk uninjured and no mails lost or damaged. Delayed one hour and twenty-five minutes.

June 15, 1892.—Garretson and Sioux City R. P. O., train No. 4, collided with an express train between Manley and Hills, Minn., at 5:10 a. m. The engine tank was forced through the mail apartment nearly its entire length, totally demolishing the car and injuring the mails by water. Clerk F. A. Vest slightly injured.

June 18, 1892.—Lynchburg and Bristol R. P. O., train No. 1, collided with a freight train near New River, Virginia, about 11 a. m. The postal car was completely demolished. Clerks H. I. Shott and A. C. Stephens were seriously injured. The mail was somewhat damaged, but it is not thought any was lost.

June 18, 1892.—Omaha and Ogden R. P. O. cars, while being switched in the yards at Union Pacific Transfer, Iowa, preparatory to departure, collided with a switch engine at 5 p. m. No damage to clerks or mail

June 21, 1892.—Garretson and Sioux City R. P. O., train No. 3, collided with a freight train 3 miles from Garretson, at 10 p. m. Mail car was badly wrecked and mail scattered, but all recovered in good condition. Clerk uninjured.

June 22, 1892.—St. Louis and Burrton R. P. O., train No. 1, was wrecked near Brush Creek, Mo., at 4:24 p. m., by colliding with a stock train. Postal car went over tender and both engines, tearing out the end of the car, the bottom, and one side as far back as the doors. It then turned over on its side. Clerks J. L. Stice and C. T. Strobach were seriously injured. The mail was badly damaged by steam and water, but it is not thought any was lost or destroyed.

June 22, 1892.—Houston and San Antonio R. P. O., train No. 1, was wrecked by breaking through a bridge near Wallis Station. The baggage end of the mail car fell through the trestle, was struck by the coach following, and badly broken. No mail lost or damaged. Clerk uninjured. Delayed seven hours.

June 22, 1892.—Chicago, Oregon and Minneapolis R. P. O., train No. 49, was wrecked near Flagg Center, Ill., at 3:30 a. m. The mail car was ditched and completely disabled. Clerk George W. Fleming escaped uninjured by cutting a hole through the top of the mail car. The mail was somewhat damaged by water, but none lost.

June 23, 1892.—McCook and Denver R. P. O., train No. 3, collided with rear end of train No. 5, at Akron, Colo., at 4 a. m. Clerk M. J. Haley slightly injured. A few letters were damaged by water from the tank of the engine, but none lost or destroyed.

June 23, 1892.—Sedalia and Denison R. P. O., train No. 3, collided with the rear end of the freight train, at 3:55 a. m., 2 miles north of Denison, Tex. The two cars next to the rear end of the freight train contained oil, which caused the wreck to take fire immediately. Clerk E. E. Bixby was slightly injured and Clerks C. E. Lancaster and W. C. Williams seriously. The postal car was entirely destroyed by fire. All the mail excepting two or three small sacks of paper mail was saved.

June 24, 1892.—Switz City and Effingham R. P. O., train No. 2, was derailed between Linton and Switz City, Ind., at 10:40 a. m., caused by a defective track. Mail car was damaged, but no injury or damage to clerk or mail.

June 24, 1892.—Paris and Weatherford R. P. O., train No. 73, was wrecked by backing into an open switch at Dallas Junction. No damage to mail or mail car. Clerk uninjured. Delayed four hours.

June 24, 1892.—Grafton and Wheeling R. P. O., train No. 3, was wrecked 1 mile west of Farmington, W. Va., at 7:45 a. m. The apartment car was badly wrecked and considerable mail slightly damaged by oil and water. No mail lost or destroyed. Clerk uninjured.

June 25, 1892.—New York and Pittsburg R. P. O., train No. 9, was wrecked at first signal tower east of Harrisburg station. The second section of the train collided with the rear end of first section. No damage to mail or mail car. Clerks uninjured.

June 26, 1892.—Pittsburg and Chicago R. P. O., train No. 22, was derailed near Valparaiso, Ind., at noon. The train dashed into a sand train and fell over an embankment, completely wrecking the train. Clerks D. W. Mellinger and L. O. Clapgood were slightly injured. Clerk Charles F. Stahl was seriously injured, having his head badly cut and five ribs broken. No mail lost or damaged.

June 27, 1892.—Temple and San Angelo R. P. O., train No. 41, was derailed near Kempner, Tex., at 12:20 p. m. No mail lost. Some badly

damaged by oil and water. Mail car left in ditch and run completed in box car. Clerk uninjured. Delayed four hours and forty minutes.

June 28, 1892.—Bristol and Big Stone Gap R. P. O., train No. 1, was wrecked near Abrams Falls, Va., caused by splitting of switch frog, at 8 a. m. The mail car left the track and a quantity of mail was soiled by oil and water. No mail lost or destroyed and clerk uninjured.

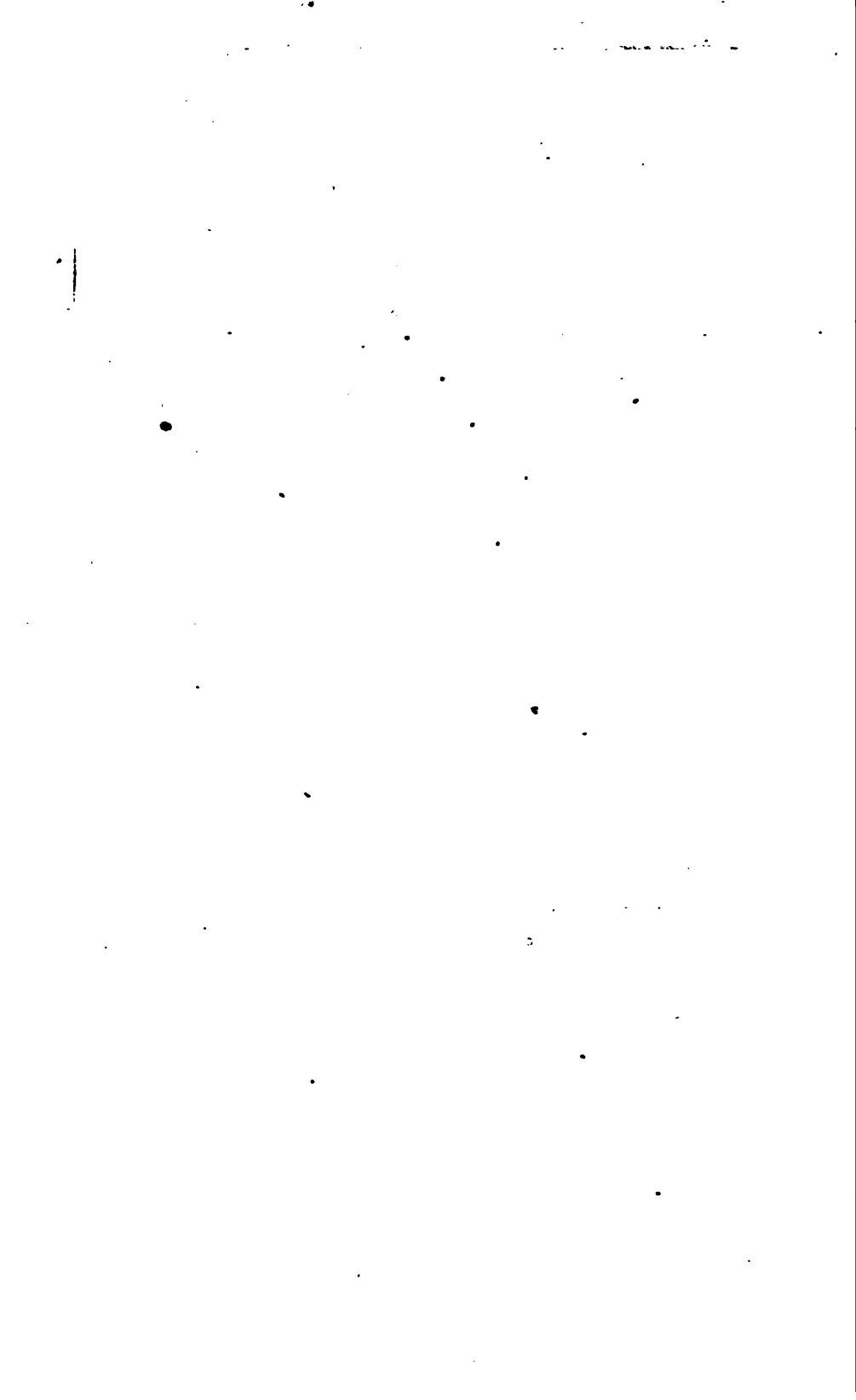
June 29, 1892.—Argenta and Pine Bluff R. P. O., train No. 51, was wrecked at Altheimer, Ark., by freight train running into rear end of same. Mail-apartment car completely demolished. Clerk H. M. Goldsmith slightly bruised, but not disabled. Mail badly scattered, but none lost.

Recapitulation of casualties in the Railway Mail Service from 1875 to 1892.

Year ended June 30—	Total number of clerks.	Number of casualties.	Clerks killed.	Clerks seriously injured.	Clerks slightly injured.
1875	2,228	(*)	1	(*)	(*)
1876	2,415	(*)	1	(*)	(*)
1877	2,500	27	2	10	4
1878	2,608	36	2	15	3
1879	2,609	35	3	14	13
1880	2,046	26	.....	14	15
1881	3,177	62	7	15	22
1882	3,570	83	3	16	20
1883	3,855	114	1	35	42
1884	3,963	154	7	28	60
1885	4,387	102	2	35	65
1886	4,573	211	.....	56	60
1887	4,851	244	5	45	72
1888	5,094	248	4	63	45
1889	5,448	193	10	95	40
1890	5,836	261	4	41	53
1891	6,032	319	18	68	84
1892	6,417	345	5	90	112

* Not reported.

REPORT
OF THE
SUPERINTENDENT OF FOREIGN MAILS
FOR
1892.



REPORT.

OF

THE SUPERINTENDENT OF FOREIGN MAILS.

POST-OFFICE DEPARTMENT,
OFFICE OF FOREIGN MAILS,
Washington, D. C., November 2, 1892.

SIR: I have the honor to submit the following report of the principal operations in connection with the foreign mail service during the fiscal year ended June 30, 1892:

From table (A) immediately following, showing the weights of the mails dispatched by sea to foreign countries, and the percentage dispatched to each of the countries named therein, it will be seen that the aggregate weights of said mails were:

	Grams.	Pounds.
Letters and post cards	368,538,701=	812,628
Other articles.....	1,989,019,115=	4,385,787
Total		5,198,415

Of which the mails for transatlantic destinations comprised—

	Grams.	Pounds.	Per cent.
Letters and post cards.....	325,336,355=	717,367	88.52
Other articles.....	1,403,529,129=	3,094,782	70.56
Total		3,812,149	

And that of the transatlantic mails, the mails for Great Britain consisted of—

	Grams.	Pounds.	Per cent.
Letters and post cards	125,370,058=	276,441	38.54
Other articles.....	675,532,356=	1,489,549	48.13
Total		1,765,990	

The mails for Germany—

	Grams.	Pounds.	Per cent.
Letters and post cards	66,422,054=	146,461	20.42
Other articles.....	284,582,865=	627,505	20.28
Total		773,966	

The mails for France—

	Grams.	Pounds.	Per cent.
Letters and post cards	21,360,782=	47,101	6.57
Other articles.....	116,597,818=	257,098	8.31
Total		304,199	

with each of which countries there is direct steamship communication; leaving as the weights of the mails for all other transatlantic destinations—

	Grams.	Pounds.	Per cent.
Letters and post cards	112,183,461=	247,364	34.47
Other articles.....	326,816,090=	720,629	23.29
Total		967,993	

A.—Statement showing the net weights and percentage of the mails dispatched by sea to foreign countries during the fiscal year ended June 30, 1892. (Where the percentage is not stated it was ascertained to be less than one-half of 1 per cent.)

TRANSATLANTIC SERVICE.

Countries.	Letters and post cards.	Per cent.	Other articles.	Per cent.
	<i>Grams.</i>		<i>Grams.</i>	
Great Britain	125,370,058	88.54	675,532,356	48.13
Germany	66,422,054	20.42	284,582,885	20.28
Sweden	21,880,091	6.72	72,279,702	5.15
France	21,360,782	6.57	116,597,818	8.31
Italy	21,031,030	6.46	35,230,099	2.51
Austria	18,114,510	5.57	39,341,270	2.90
Russia	16,284,527	5	20,827,130	1.48
Norway	9,755,537	3	25,187,430	1.79
Switzerland	5,949,005	1.83	81,745,105	2.26
Denmark	5,611,662	1.72	14,825,762	1.05
Netherlands	4,098,383	1.26	16,573,368	1.18
Belgium	3,605,946	1.11	16,624,346	1.18
Spain	1,997,765	.61	10,361,640	1.17
Turkey	1,605,655	.49	7,390,280	.53
Portugal	1,254,409	.38	3,679,540	.26
India	994,950	.32	26,750,360	1.91
Total	325,336,355 =717,367 lbs.	100	1,403,529,129 =3,094,782 lbs.	99.99

TRANSPACIFIC AND MISCELLANEOUS SERVICE.

Cuba	4,988,306	11.55	47,640,718	8.14
Japan	3,650,526	8.46	43,105,166	7.36
Australia	3,491,789	8.08	112,728,648	19.25
British Columbia	1,306,348	3.02	3,133,116	.54
Hawaiian Kingdom	2,501,758	5.79	34,848,660	5.93
Mexico	1,777,040	4.11	20,411,299	3.49
Hongkong	1,775,903	4.11	7,527,830	1.29
Nova Scotia	3,116,513	7.21		
Brazil	1,794,158	4.15	27,288,235	4.66
Windward Islands	1,793,942	4.08	20,286,123	3.46
Colombia	1,788,921	4.14	55,094,729	5.99
Venezuela	1,664,330	3.83	22,843,275	3.90
Guatemala	1,154,567	2.67	17,037,972	2.91
Costa Rica	799,513	1.85	15,251,535	2.60
Jamaica	1,059,185	2.45	12,336,084	2.11
Peru	1,082,302	2.46	20,356,350	3.48
Chile	1,026,501	2.38	22,148,909	3.78
Bermuda	945,365	2.19	9,679,035	1.65
Shanghai (United States postal agency)	753,982	1.75	16,915,298	2.87
Argentine Republic	646,429	1.50	14,841,305	2.54
Haiti	807,740	1.87	6,744,220	1.15
Nicaragua	845,781	1.96	10,392,200	1.77
Honduras, Republic of	582,532	1.35	7,147,880	1.22
Salvador	729,381	1.69	14,091,769	2.41
Ecuador	455,045	1.05	6,699,750	1.14
Curaçao	457,820	1.06	4,937,185	.84
Porto Rico (direct)	391,100	.91	4,657,820	.80
Bahamas	333,580	.77	4,305,981	.74
British Honduras	283,290	.66	2,551,414	.43
From United States postal agent, Shanghai	209,444	.48	817,539	.14
San Domingo	209,280	.48	4,327,440	.74
Uruguay	205,671	.48	4,054,259	.69
Tahiti	96,487	.22	1,279,865	.22
Newfoundland	111,667	.26	470,181	.06
Bolivia	106,800	.25	3,182,870	.54
Manilla	62,106	.14	1,650,535	.28
Samoan Islands	77,606	.18	1,382,960	.24
Turks Islands	32,605	.08	291,442	.05
Singapore	25,030	.06	1,028,269	.17
Paraguay	14,971	.03	619,203	.11
Dutch Guiana	7,015	.02	2,085	
Marshall Islands	2,381	.01	17,121	
St. Pierre and Miquelon	35,832	.08	580,618	.10
Java	11,837	.03	90,001	.02
Siam	8,125	.02	270,420	.04
New Caledonia	8,447	.02	169,767	.03
Cochin China	5,659	.01	111,615	.02
British Guiana	5,955	.01	1,360	

A.—Statement showing the net weight and percentage of the mails, etc—Continued.

TRANSPACIFIC AND MISCELLANEOUS SERVICE—Continued.

Countries.	Letters and post cards.	Per cent.	Other articles.	Per cent.
	<i>Grams.</i>		<i>Grams.</i>	
Marquesas Islands.....	5,239	.01	146,063	.02
Gilbert Islands.....	112		4,053	
Total.....	43,202,346 =95,261 lbs.	99.97	585,489,986 =1,291,005 lbs.	90.96
Aggregate.....	368,538,701 =812,628 lbs.		1,980,019,115 =4,383,787 lbs.	

A comparison of the foregoing table with the similar table furnished with the report for last year shows the weights of the mails to have increased as follows, viz:

	1892.		1891.		Increase.		
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	<i>Per cent.</i>
Transatlantic:							
Letters and post cards.....	325,336,355	717,367	305,143,726	672,842	20,192,629	44,525	6.62
Other articles...	1,403,529,129	3,094,782	1,288,231,038	2,840,549	115,298,091	254,233	8.95
Other destinations:							
Letters and post cards.....	43,202,346	95,261	41,038,740	90,490	2,163,606	4,771	5.27
Other articles...	585,489,986	1,291,005	506,820,954	1,117,540	78,669,032	173,465	15.52
Aggregate:							
Letters and post cards.....	368,538,701	812,628	346,182,466	763,322	22,356,235	49,296	6.50
Other articles...	1,980,019,115	4,385,787	1,795,051,992	3,958,089	185,967,123	427,698	10.81

The following table (B) shows the weights of the mails conveyed and the amount of compensation received by each of the different lines of steamers, as well as which are of United States and which of foreign register; and Table C shows the weights of foreign closed mails forwarded from the United States by the different lines of steamers, and the compensation paid to each line for their conveyance:

B.—Statement showing the net weights of the United States mails conveyed, and the rate and amount of compensation received therefor, by the steamers appointed to transport the mails to foreign countries.

(1) Vessels of United States registry, not under contract, receive \$1.60 per pound for letters and post cards, and 8 cents per pound for other articles. (2) Vessels of foreign registry, 5 francs per kilogram (about 44 cents per pound) for letters and post cards, and 50 centimes per kilogram (about 4½ cents per pound) for other articles.

[2.205 pounds=1 kilogram.]

Transatlantic service.

Name of line.	Registry.	Letters.	Prints.	Compensation.
		<i>Grams.</i>	<i>Grams.</i>	
North German Lloyd.....	(2) Foreign.....	122,206,218	562,038,259	\$172,165.09
Cunard (New York).....	do.....	65,192,416	297,508,085	91,620.21
White Star.....	do.....	52,739,292	188,566,207	69,090.06
Imman International.....	do.....	33,420,369	121,400,035	43,065.85
Hamburg-American.....	do.....	29,457,125	126,978,170	40,679.52
Liverpool and Great Western.....	do.....	1,409,105	6,730,505	2,009.29
Cunard (Boston).....	do.....	758,891	5,878,394	1,299.59
Anchor.....	do.....	8,640	9,450	9.25
American.....	(1) United States.....	975	226	3.48
Thingvall.....	(2) Foreign.....	905	110	88
General Transatlantic*.....	do.....	20,129,523	94,406,691	28,554.06
Netherlands Steam Navigation Company.*.....	do.....	4,043	10,206	2.76
Red Star.....	do.....	8,253	1,895	4.52
Total.....		325,336,355 =717,367 lbs.	1,403,529,129 =3,094,782 lbs.	449,405.19

* Settled for in account of balances due foreign countries.

Transpacific service.

(1) VESSELS OF UNITED STATES REGISTER.

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Pacific Mail: San Francisco to Japan, etc., (non contract service)*	1,696,473	3,740	19,495,598	43,987	\$9,424.19
Pacific Mail: San Francisco to Hongkong, (contract service)†	842,136	1,857	8,847,634	19,509	29,367.00
Pacific Mail: United States postal agency, Shanghai to San Francisco	86,396	190	342,678	755	258.61
Oceanic: San Francisco to Australasian colonies‡	4,550,131	10,033	128,577,444	283,513	55,000.00
Oceanic: San Francisco to Hawaiian Kingdom	1,075,035	2,370	13,457,572	24,673	6,168.64
Oceanic: Australasian colonies to San Francisco§	33,600	74			44.80
Total	8,283,771	18,264	170,720,926	377,437	100,261.24

(2) VESSELS OF FOREIGN REGISTER.

Occidental and Oriental: San Francisco to Japan, etc.	3,723,335		42,258,933		7,671.03
Occidental and Oriental: (United States postal agency, Shanghai to San Francisco)	101,222		392,769		135.59
Pacific Mail: San Francisco to Japan, etc.	420,286		6,601,946		1,012.67
Pacific Mail: (United States postal agency, Shanghai to San Francisco)	21,820		82,092		23.58
Oceanic: San Francisco to Hawaiian Kingdom	71,432		598,932		126.73
Total	4,338,101	9,585	49,934,672	11,105	9,004.97

* Service performed from July 1, 1891, to March 13, 1892, inclusive.

† Service performed from March 14 to June 30, 1892, inclusive. Compensation \$1 per mile for 29,367 miles traveled.

‡ Compensation \$60,000 per annum, less \$1,000 per trip for five trips performed by steamer of foreign register.

§ Compensation 2 cents per letter-rate.

Miscellaneous service,

(1) VESSELS OF UNITED STATES REGISTER.

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Pacific Mail: New York to Columbia, etc. (noncontract service)*	3,423,905	7,549	74,273,198	163,772	\$25,005.96
Pacific Mail: New York to Colon (contract service)†	1,213,015	2,674	26,159,210	58,081	22,793.00
Pacific Mail: San Francisco to Panama (noncontract service)‡	555,644	1,225	3,556,225	7,811	2,582.43
Pacific Mail: San Francisco to Panama, etc. (contract service)§	468,143	1,032	3,647,078	8,041	41,344.00
Pacific Mail: Panama to San Francisco	663				13.26
United States and Brazil Mail: New York to Brazil	1,827,227	4,028	30,838,603	68,109	11,895.20
Red "D" (Boulton, Bliss and Dallett): New York to Venezuela and Dutch West Indies (noncontract service)¶	1,597,875	3,523	20,167,495	44,409	9,194.86
Red "D" (Boulton, Bliss and Dallett): New York to Venezuela (contract service)**	737,680	1,520	11,977,278	26,409	27,075.00
Clyde: New York to Haiti and San Domingo	315,040	694	5,312,942	11,715	2,048.66
New York and Cuba mail: New York to Cuba	302,375	666	2,463,101	5,431	1,664.90
New York and Cuba mail: New York to Mexico	269,720	594	3,619,209	7,980	1,426.37
Royal mail: New Orleans to Central America	1,331,840	2,936	17,391,052	38,348	7,766.62

* Service performed prior to February 10, 1892.

† Service performed from February 10 to June 30, 1892. Compensation \$1 per mile for 22,793 miles traveled.

‡ Service performed prior to February 5, 1892.

§ Service performed from February 5 to June 30, 1892. Compensation \$4 per mile for 62,016 miles.

¶ Letters (not grams). Compensation 2 cents a letter.

** Service performed prior to March 2, 1892.

*** Service performed from March 2 to June 30, 1892. Compensation \$1 per mile for 27,075 miles traveled.

Miscellaneous service—Continued.

(1) VESSELS OF UNITED STATES REGISTER—Continued.

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Pounds.</i>	<i>Grams.</i>	<i>Pounds.</i>	
Morgan: New Orleans to Central America ..	201,588	442	1,742,310	2,841	\$1,018.38
Morgan: New Orleans to Cuba	28,305	62	176,309	358	131.15
Oteri's Pioneer: New Orleans to Republic of Honduras ..	55,765	123	524,915	1,174	289.35
Morgan: New Orleans to Mexico	3,031	7	.....	.....	10.60
Pacific Coast: San Francisco to Mexico ..	182,935	403	2,713,776	5,983	1,124.10
Pacific Coast: San Francisco to British Columbia* ..	235,237	518	3,133,116	6,908	218.50
Boston Fruit Company: Boston to Jamaica ..	3,988	8	44,352	97	21.89
Total.....	22,953,313	28,010	204,790,862	457,557	155,684.32

* Compensation 1 cent a letter.

(2) VESSELS OF FOREIGN REGISTER.

Name of line.	Letters.		Prints.		Compensation.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	
United States and Brazil: New York to Brazil, etc.	701,747	12,393,272	3,497,831	487.63	
Sloman a Brazil: New York to Brazil, etc.	155,529	2,394,825	1,634,350	348.39	
Booth: New York to Brazil.	197,580	.....	.....	.....
Liverpool, Brazil and River Plate: New York to Brazil and La Plate countries ..	96,213	1,887,256	.....	274.97	
Red Cross: New York to Brazil.	91,765	865,729	.....	172.09	
J. E. Ward & Co.: New York to La Plate countries ..	20,855	451,535	.....	63.70	
Atlas: New York to Hayti, Jamaica, etc.	1,563,825	17,322,424	2,180.70	.....
Royal Dutch West India: New York to Hayti and West Indies* ..	285,210	2,394,825	506.33	.....
Anchor: New York to Jamaica.	199,255	2,822,900	494.62	.....
Boston Fruit Company: Boston to Jamaica ..	67,907	1,310,736	192.02	.....
Clyde: New York to Hayti, San Domingo, etc.	19,090	186,070	36.28	.....
People's: New York to Hayti and West Indies ..	5,485	90,035	13.98	.....
Quebec: New York to West Indies and Venezuela ..	975,320	10,590,636	1,963.19	.....
Trinidad: New York to Venezuela and Windward Islands ..	133,609	4,364,626	723.83	.....
Theband: New York to Venezuela, etc.	90,975	1,304,221	194.35	.....
Spanish Transatlantic: New York to Cuba, Venezuela, and Columbia ..	29,680	421,625	69.27	.....
Red "D": New York to Venezuela.	7,260	27,925	9.70	.....
Quebec: New York to Bermuda ..	944,780	9,673,720	1,845.27	.....
Canada Atlantic: Boston to Bermuda.	585	5,315	1.08	.....
New York and Porto Rico: New York to Porto Rico ..	391,100	4,657,820	826.89	.....
Waydell & Co.: New York to Cuba.	9,180	102,480	18.75	.....
New York and Cuba Mail: New York to Bahamas* ..	248,380	3,261,225	554.40	.....
Bahamas: New York to Bahamas* ..	58,695	1,010,076	154.08	.....
Cash & Curry: Key West to Bahamas ..	9,485	2,625	9.34	.....
Colman's: Key West to Bahamas ..	6,365	2,565	6.39	.....
Honduras and Central American: New York to Central America ..	199,560	2,694,445	422.66	.....
Bluefields Banana Company: New York to Nicaragua and Columbia ..	88,061	923,243	174.07	.....
Oteri's Pioneer: New Orleans to Republic of Honduras ..	78,646	754,967	148.75	.....
Wessel's: New York to Central America ..	12,760	318,305	42.76	.....
M. E. Gonzales: New York to Columbia.	8,850	205,030	28.31	.....
Colombia Commercial Company: New York to Columbia ..	10,370	160,921	25.54	.....
Costa Rica and Honduras: New Orleans to Costa Rica ..	716,036	14,649,847	2,104.49	.....
New Orleans and Central American: New Orleans to Central America ..	23,401	198,962	41.78	.....
Honduras Trading Company: New Orleans to Republic of Honduras ..	10,146	94,111	18.87	.....
Colombia Fruit Company: New Orleans to Columbia ..	2,547	13,620	3.77	.....
Hocas del Toro and New Orleans: New Orleans to Columbia ..	1,909	6,460	2.47	.....
Earn: New York and Philadelphia to West Indies and South America ..	38,339	532,064	88.24	.....
A. D. Stranas & Co.: New York to West Indies ..	900	.....	.87	.....
Yarmouth: Boston to Nova Scotia ..	1,924,693	.....	1,671.55	.....
Canada Atlantic: Boston to Nova Scotia ..	1,097,590	.....	878.65	.....
Boston, Halifax and Prince Edward: Boston to Newfoundland ..	94,230	.....	73.17	.....
Oregon Short Line and Utah Northern Railroad: Port Townsend to British Columbia ..	1,071,291	.....	574.78	.....
American Express: Eastport to New Brunswick ..	927	.....	9.27	.....
Booth Packing Company: Duluth to Canada ..	715	.....	7.15	.....
Total.....	11,869,184 =26,171 lbs.	100,841,595 =222,356 lbs.	20,338.79		

* Settled for in account of balances due foreign countries.

C.—Statement showing the net weights of the closed mails of foreign origin forwarded, and the amounts paid by this Department to the steamers which conveyed them from the United States.

[Compensation at the rate of 5 francs per kilogram for letters and post cards, and 50 centimes per kilogram for other articles.]

TRANSATLANTIC SERVICE.

Name of line.	Letters.	Prints.	Compensation.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard.....	11,031,708	50,589,726	\$15,527.51
North German Lloyd.....	8,513,685	23,400,599	10,473.86
White Star.....	8,182,085	30,029,914	10,794.18
Inman.....	4,402,128	16,909,775	5,943.54
Hamburg-American.....	2,142,939	9,819,685	3,015.54
Liverpool and Great Western.....	206,142	742,832	270.61
Total.....	34,539,287 =76,159 lbs.	131,552,531 =290,073 lbs.	46,025.24

MISCELLANEOUS SERVICE.

New York and Cuba Mail (to Bahamas)*.....	129,267	2,146,387	231.68
Pacific Mail.....	119,231	1,698,144	278.92
Red "D".....	108,300	794,676	181.19
New York and Cuba Mail (to Cuba).....	61,451	771,813	133.74
Bahamas Steamship Company*.....	24,302	701,814	100.82
Quebec Steamship Company.....	14,815	53,271	19.44
Atlas.....	3,796	3,992	4.05
Clyde.....	1,096	5,741	1.61
United States and Brazil Mail.....	1,139	1,606	1.25
Honduras and Central American.....	1,077	1,956	1.23
Total.....	474,474 =1,046 lbs.	6,179,390 =13,626 lbs.	1,054.17
Aggregate.....	35,013,761 =77,205 lbs.	137,731,921 =303,099 lbs.	47,079.41

* Settled for in account of balances due foreign countries.

COST OF THE SERVICE.

The sums required to be paid on account of the transportation of the mails dispatched to and received from foreign countries by sea during the fiscal year, including the amounts credited in the general postal accounts to foreign governments for the conveyance of United States mails by steamers subsidized by said governments—as follows, viz:

To France, for services of steamers of the General Transatlantic Line from New York to Havre.....	\$28,554.09
To Belgium, for services of steamers of the Red Star Line from New York and Philadelphia to Antwerp.....	4.52
To the Netherlands, for services of steamers of the Netherlands Steam Navigation Company from New York to Amsterdam and Rotterdam.....	\$2.76
And for services of steamers of the Royal Dutch West India Mail from New York to the West Indies.....	506.33
	509.09
To the Bahamas for services of its subsidized steamers from New York to Nassau, New Providence: The New York and Cuba Mail Steamship Company.....	554.40
The Bahamas Steamship Company.....	154.98
	709.38
And also the sum paid to the Panama Railway Company for transporting by railway from Colon to Panama the United States mails for the west coast of Central and South America.....	15,343.13
The cost of maintaining sea post-offices on the fast steamers of the North German Lloyd and Hamburg-American Packet Companies plying between New York and Bremen and Hamburg, respectively.....	40,519.20

Amount to \$794,399.84 distributed as follows:

Transatlantic service		\$449,405.19
Transpacific service:		
Vessels of United States register, noncon-		
tract service	\$70,894.24	
Contract service	29,367.00	
		\$100,261.24
Vessels of foreign register		9,004.97
		109,266.21
Miscellaneous service (Canada, Mexico, Central		
and South America, and the West India Isl-		
lands):		
Vessels of United States register, noncon-		
tract service	64,472.32	
Contract service	95,055.00	
		159,527.32
Tessels of foreign register		20,338.79
		179,866.11
The Panama Railway Company		15,343.13
The sea post-office service		40,519.20
		794,399.84

To this must be added, in order to show the total cost of the service, the following items, viz:

Amount paid to steamship companies for the sea conveyance from the		
United States of closed mails of foreign origin		\$47,079.41
Amount paid to foreign countries for the intermediary transit of closed		
mails of United States origin		104,803.39
And for open mail matter of United States origin		26,253.31
The expense of the United States postal agency at Shanghai		2,297.54
And this Department's share of maintaining the International Bureau		
at Berne, Switzerland, including subscription to the Journal L'Union		
Postale, and expenses of the Postal Congress of Vienna		5,458.46
Making the aggregate cost of the service		980,291.95
From this aggregate must be deducted the amounts received		
by this Department for the intermediary transit of closed		
mails of foreign origin (including \$47,779.61 received for		
the transcontinental transportation between New York		
and San Francisco of closed mails passing between Great		
Britain and the Australasian colonies)	\$120,955.11	
For the intermediary transit of open mail matter of foreign		
origin	47,232.52	
For services of United States contract steamers in convey-		
ing Cuban mails from Havana, Cuba, to Tampa, Fla.	5,718.36	
And the amount collected as box rents at the United States		
postal agency at Shanghai	240.00	
		174,145.99
Leaving the actual net cost of the service		806,145.96

From the postmasters' reports, which form the basis of Table D, it appears that, of the aggregate sum of \$3,070,912.84 estimated in said table to have been received by this Department as postage on articles exchanged with all foreign countries, the postage collected on the articles exchanged with foreign countries *other than Canada and Mexico* amounted to \$2,496,792.70, or more than three times the net cost of the service, *exclusive* of the cost of transporting the articles between the United States *exchange* post-offices and the United States post-offices at which they were mailed or delivered.

The amount of postage estimated to have been collected during the year as above stated is *only an estimate*, but it is based upon the amount actually collected on articles exchanged during the first seven days of October and April last, and consequently may be accepted as approximately correct, so that it may safely be assumed that, even after add-

ing the expense of transporting the articles between the United States exchange offices and the offices of mailing or delivery in this country, of which this office has no data upon which to base an intelligent estimate, the postage collected in the United States largely exceeds the gross expense incurred by this Department in connection with the mails exchanged with foreign countries.

ESTIMATE FOR THE FISCAL YEAR 1893-'94.

The amounts estimated as necessary to be appropriated for the fiscal year ending June 30, 1894, are as follows, viz:

For the sea transportation of the mails, including foreign closed mails; the railway transit across the Isthmus of Panama; the cost of maintaining the United States postal agency at Shanghai, and for contingencies, including casualties.....	\$1, 676, 200
For the expense of maintaining international sea post-offices on steamers plying between New York and Bremen and Hamburg, via England.....	46, 800
Total on account of transportation.....	\$1, 723, 000
For balances due foreign countries, including the United States share of the expenses of the International Bureau of the Universal Postal Union, and for this Department's subscription for the monthly journal (<i>L'Union Postale</i>) of that bureau, and for contingencies.....	152, 000
Aggregate.....	1, 875, 000

The foregoing estimate is based upon the known cost of the contract ocean mail service, under the act of Congress of March 3, 1891; as determined by the terms of the contracts fully executed prior to the date of this report, and upon the percentage of increase of the other-items of business of this fiscal year over similar items of the fiscal year ended June 30, 1891, as follows, viz:

CONTRACT SERVICE.

Route 30 "O. M. S.," Galveston to La Guayra, service to commence May 1, 1893, 6 trips of 2,403 miles, = 14,418 statute miles at \$1.....	\$9, 612. 00
Route 36 "O. M. S.," New York to La Guayra, 36 trips of 2,124 miles, = 76,464 statute miles at \$1.....	76, 464. 00
Route 42 "O. M. S.," New York to Colon, 36 trips of 2,283 miles, = 82,188 statute miles at \$1.....	82, 188. 00
Route 44 "O. M. S.," San Francisco to Panama, 36 trips of 4,134½ miles (average), = 148,836 statute miles at \$1.....	99, 224. 00
Route 47 "O. M. S.," San Francisco to Hongkong, 26 trips of 7,342 miles, = 190,892 statute miles at \$2.....	381, 784. 00
Route 64 "O. M. S.," New York to Buenos Ayres, 8 trips of 7,151 miles, = 57,272 statute miles at \$1.....	38, 181. 33
Route 67 "O. M. S.," New York to Rio de Janeiro, 15 trips of 6,127 miles, = 91,905 statute miles at \$1.....	61, 270. 00
Route 69 "O. M. S.," New York to Tuxpan, 52 trips of 2,538 miles, = 131,976 statute miles at \$1.....	131, 976. 00
Route 70 "O. M. S.," New York to Havana, 52 trips of 1,412 miles, = 73,424 statute miles at \$1.....	73, 424. 00
Total contract service.....	\$954, 123. 33
Paid to vessels of United States register during 1891 (not upon present contract routes).....	51, 227. 02
Paid to vessels of United States register (not upon present contract routes) during 1892.....	55, 584. 48
Increase (8 per cent) during 1892.....	4, 357. 46
Cost, at the same rate of increase, for the year 1893.....	60, 031. 24
Cost, at the same rate of increase, for the year 1894.....	64, 833. 74

Paid to vessels of foreign register during 1891.....	\$443, 205. 49	
Paid to vessels of foreign register during 1892.....	478, 748. 95	
Increase (8 per cent) during 1892.....	35, 543. 46	
Cost, at the same rate of increase, for the year 1893.....	517, 048. 87	
Cost, at the same rate of increase, for the year 1894.....		\$558, 412. 78
Paid for transporting foreign closed mails during 1891...	38, 436. 14	
Paid for transporting foreign closed mails during 1892 ...	47, 079. 41	
Increase (22.5 per cent) during 1892.....	8, 643. 27	
Cost, at the same rate of increase, for the year 1893.....	57, 672. 28	
Cost, at the same rate of increase, for the year 1894.....		70, 648. 54
Paid Panama Railway Company during 1891.....	12, 153. 10	
Paid Panama Railway Company during 1892.....	15, 343. 13	
Increase (26 per cent) during 1892.....	3, 190. 03	
Cost, at the same rate of increase, for the year 1893.....	19, 331. 14	
Cost, at the same rate of increase, for the year 1894.....		24, 357. 24
Expense of the postal agency at Shanghai during 1891 ...	2, 174. 93	
Expense of the postal agency at Shanghai during 1892 ...	2, 297. 54	
Increase (5.6 per cent) during 1892.....	122. 61	
Cost, at the same rate of increase, for the year 1893.....	2, 426. 20	
Cost, at the same rate of increase, for the year 1894.....		2, 562. 07
One-half of the cost of maintaining 12 sea post-offices, 156 round trips at \$300 per trip.....		46, 800. 00
For contingencies, including casualties.....		1, 262. 30
Total on account of transportation of mails.....		1, 723, 000. 00

The "balances due foreign countries" are for expenses incurred in the intermediary transportation of international mails, and are determined by statistics taken during a period of twenty-eight days once every three years. The expenses for the fiscal year ending June 30, 1894, will be determined by the statistics to be taken in November, 1893, but as the result of those statistics can not be predicted, the statistics of May, 1890, have been taken as a basis for this estimate, from which it appears that the annual charge against this Department will probably be 150,000.00

For the United States share of the expenses of the International Bureau of the Universal Postal Union, including this Department's subscription to the monthly journal "L'Union Postale"..... 1,000.00

For contingencies, including casualties..... 1,000.00

Total on account of balances due foreign countries..... 152,000.00

Total estimate..... 1,875,000.00

The particulars given in the following statement (D) are based upon the actual operations of the United States exchange post-offices during one week in the months of October, 1891, and April, 1892, respectively, the figures in the statement being obtained by multiplying the results of each week's operations by 26 to find the operations of 52 weeks or one year.

The data thus obtained can not be considered as accurate; but it may be assumed to be approximately correct, and furnishes the only information attainable relative to the amount collected as United States postage on the articles contained in the mails for and from foreign

countries. It should be borne in mind, however, that the articles sent to and received from Canada and Mexico overland and the postage collected thereon are embraced in the figures given in statement D, while the weights of the mails despatched and the cost of the service as heretofore stated do not include the weights of those overland mails nor the cost of their overland transportation.

D.—*Estimate of the number of articles exchanged with all foreign countries (including Mexico and Canada, by rail and sea) during the fiscal year ended June 30, 1892, based upon the count of such matter exchanged during seven days of October, 1891, and seven days of April, 1892, as made at United States exchanging post-offices pursuant to the Postmaster-General's order of January 11, 1890; and the amount of postage estimated to have been received thereon.*

	Sent.	Received.	Total.	Excess of sent over received.	Excess of received over sent.
Prepaid letters.....	53,326,048	49,413,076	102,739,124	3,912,972	.....
Unpaid and short-paid letters.....	1,178,640	2,186,042	3,364,682	.....	1,007,402
Postal cards.....	2,495,394	2,289,692	4,785,086	205,702	.....
Postal cards with paid reply.....	.....	2,648	2,648	.....	2,648
Articles of printed matter.....	49,887,738	43,911,057	93,798,795	5,976,681	.....
Commercial papers.....	451,823	453,604	905,517	.....	1,871
Packages of samples of merchandise.....	658,144	673,756	1,331,900	.....	15,612
Letters free of postage.....	154,792	149,530	304,322	5,262	.....
Other articles free of postage.....	43,190	9,040	52,230	34,150	.....
Registered letters.....	1,057,484	980,622	2,038,106	76,862	.....
Other articles registered.....	89,176	14,416	103,592	74,790	.....
Total.....	109,342,429	100,063,573	209,426,002	9,258,856	.....
Demands for return receipts.....	51,830	36,448	88,278	15,382	.....
Postage prepaid on letters.....	\$2,261,851.36	.....	\$2,261,851.36	.....	.....
Postage prepaid on postal cards.....	31,682.08	.....	31,682.08	.....	.....
Postage prepaid on other articles.....	556,836.42	.....	556,836.42	.....	.....
Postage due on letters.....	62,435.94	\$216,348.24	278,784.18	.....	\$153,912.30
Postage due on other articles.....	3,606.44	4,194.74	7,801.18	.....	588.30

NOTE.—Total postage collected on articles sent and received, \$3,070,912.84.

The mails for transatlantic destinations have been assigned to steamers, for their conveyance, upon the plan that has been in vogue for many years; that is to say, in the case of two steamers leaving New York for Great Britain at about the same time, the mails have been assigned to the steamer which, according to the record of its three voyages just preceding the assignment, delivered the mails in the shortest time in London.

The record upon which these assignments are made is based upon "trip reports" made to this office by the agents of the vessels upon the termination of each voyage, in connection with statements furnished weekly by the British office showing the exact time of the arrival of the mails at the London post-office.

E.—Statement showing the number of trips made per quarter and year, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the transatlantic steamship companies in conveying the United States mails from New York to London and to Paris during the fiscal year ended June 30, 1892, as shown by the records of this Office. The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails on board the steamer and their delivery at the post-office in London or Paris.

Lines and steamers	First quarter.		Second quarter.		Third quarter.		Fourth quarter.		During the year.		Quickest trip.
	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	Trips.	Average time occupied per trip.	
Hamburg-American (New York to London via Southampton):		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>		<i>Hours.</i>	<i>Hours.</i>
Faerst Bismarck.....	3	160.7	3	176.7	.....	.....	3	167.4	9	171.3	167.0
Columbia.....	3	173.0	2	177.3	.....	.....	3	176.2	8	175.3	171.6
Normania.....	4	177.1	2	176.2	.....	.....	3	177.8	9	177.1	171.4
Augusta Victoria.....	3	181.8	2	190.9	.....	.....	2	186.3	7	185.7	179.7
White Star (New York to London via Queenstown):											
Teutonic.....	4	174.3	3	171.2	3	181.7	3	175.2	13	175.5	167.3
Majestic.....	3	173.6	4	176.2	3	187.2	3	178.9	13	178.8	170.4
Germanic.....	3	210.2	3	212.0	1	217.1	4	213.8	11	212.6	205.4
Britannic.....	2	210.1	2	219.8	3	221.3	3	212.2	10	216.0	204.5
Adriatic.....	.....	.....	.....	.....	2	260.5	.....	.....	2	260.5	242.7
Inman (New York to London via Queenstown):											
City of New York.....	4	181.8	2	181.5	1	181.0	3	174.2	10	179.4	171.3
City of Paris.....	3	184.4	3	182.1	1	188.5	4	179.6	11	182.4	175.6
City of Berlin.....	2	235.5	2	222.5	3	245.4	3	234.9	10	235.7	217.1
City of Chicago.....	2	241.9	3	242.3	3	254.2	3	245.0	11	246.5	234.1
North German Lloyd (New York to London via Southampton):											
Havel.....	3	178.1	4	182.6	1	188.0	4	185.2	12	182.8	175.4
Spree.....	3	178.1	3	182.4	2	186.8	3	185.4	11	182.8	176.9
Lahn.....	3	185.3	2	194.2	2	192.0	3	187.9	10	189.2	184.3
Werra.....	3	201.9	.....	.....	.....	.....	.....	.....	3	201.9	201.5
Fulda.....	3	204.1	.....	.....	.....	.....	.....	.....	3	204.1	200.6
Aller.....	3	195.6	1	205.3	3	214.6	3	204.7	10	205.0	194.7
Ems.....	3	201.3	4	206.0	2	208.6	4	207.6	13	205.8	197.0
Saale.....	3	203.6	1	207.3	3	211.0	3	209.7	10	208.0	201.1
Trave.....	3	200.2	1	201.4	4	214.6	3	210.5	11	208.4	195.1
Kaiser Wilhelm II.....	1	205.0	1	218.5	.....	.....	.....	.....	2	212.0	205.6
Eider.....	3	208.4	2	225.7	.....	.....	.....	.....	5	215.3	196.6
Elbe.....	.....	.....	3	222.4	3	242.7	3	218.6	9	227.9	218.2
Cunard (New York to London via Queenstown):											
Umbria.....	3	179.9	3	182.7	3	194.7	3	180.7	12	184.5	173.2
Etruria.....	3	182.1	4	182.6	3	193.2	3	181.8	13	184.7	176.0
Servia.....	3	209.8	3	208.4	2	220.2	3	207.2	11	210.6	205.6
Aurania.....	3	207.0	3	216.8	3	213.0	4	208.1	13	211.0	202.7
Gallia.....	.....	.....	.....	.....	1	226.0	.....	.....	1	226.0	226.0
Bothnia.....	.....	.....	.....	.....	2	277.7	.....	.....	2	277.7	258.3
Guion (New York to London via Queenstown):											
Alaska.....	1	196.5	2	226.9	.....	.....	1	205.8	4	214.0	196.5
Arizona.....	.....	.....	1	218.9	.....	.....	1	229.8	2	224.3	218.9
General Transatlantic (New York to Paris via Havre):											
La Touraine.....	3	195.2	2	209.7	.....	.....	4	195.3	9	198.5	190.2
La Bourgogne.....	2	196.9	3	205.6	3	205.1	2	190.3	10	202.4	195.5
La Champagne.....	3	198.5	2	210.5	2	208.8	3	203.6	10	204.5	196.7
La Gascogne.....	2	202.2	3	203.2	2	218.8	2	199.5	9	205.6	197.8
La Bretagne.....	1	190.2	3	206.2	3	213.1	2	204.2	9	207.3	199.2
La Normandie.....	2	218.3	.....	.....	3	231.1	.....	.....	5	226.0	212.2

THE UNIVERSAL POSTAL UNION.

Pursuant to the special negotiations concluded in the Universal Postal Congress at Vienna during the summer of the year 1891, of which mention was made in my last annual report, all of the British-Australasian Colonies (New South Wales, Victoria, Queensland, West Australia, South Australia, Tasmania, New Zealand, British New Guinea, and the Fiji Islands) became members of the Universal Postal Union on the 1st day of October, 1891; and the British Colony of Natal and the South African Republic (The Transvaal) have declared their adhesion to the Union from the 1st day of July, 1892.

By the admission of these new members, the limits of the Universal Postal Union are extended so as to embrace all of the countries of the world except the Chinese Empire (in which there is no organized postal system), the Cape Colony, the Orange Free State, and a few isolated islands or groups of islands. The same postage rates and conditions apply to articles mailed in the United States destined for any foreign country, save the few exceptions above noted; and an article addressed to a person in any Postal Union country, upon which postage has been prepaid in full, will be forwarded to him from one country to another and finally be delivered without any additional charge for postage. A striking contrast to the condition of affairs less than twenty years ago, when there were nearly as many different postage rates as there were countries in the world; when an article which was mailable to one country could be sent by mail to another only under different conditions; and when an article could be forwarded from one country to another only upon the payment of additional postage for its transit through each country through which it passed.

SEA POST-OFFICES.

The international sea post-offices have been in continuous operation upon the fast steamers of the North German Lloyd Steamship Company, and the Hamburg-American Packet Company, viz:

The steamers *Aller*, *Eider*, *Elbe*, *Ems*, *Fulda*, *Havel*, *Lahn*, *Saale*, *Spree*, *Trave*, and *Werra*, of the North German Lloyd, and the steamers *Augusta Victoria*, *Columbia*, *Fuerst Bismarck*, and *Normannia*, of the Hamburg-American Packet Company, 127 trips having been made from New York and 126 from Germany.

During the 127 trips from New York, 7,133,452 letters and post cards were distributed during 9,816 working hours, an average of 56,169 articles per average trip of 77 hours; and during the 126 trips from Germany, 12,196,534 letters and post cards were distributed, an average of 96,798 articles per average trip of 88½ hours. In addition, the contents of 6,795 sacks of printed matter were distributed on the trips from New York, an average of 54 sacks per trip; and the contents of 3,895 sacks on the trips from Germany, an average of 31 sacks per trip; but no record is made of articles other than letters and post cards, and consequently the number of articles contained in these 10,690 sacks can not be stated.

After an experience of fifteen months it may safely be said that the sea post-office service has realized all legitimate expectations respecting the advantage, in point of expedition of delivery of articles, to be secured by the distribution of the mails in sea post-offices while in transit. While no exact comparison between this year's operations and

those of last year can be made, for the reason that the system was in operation only three months of last year, the number of articles handled per trip this year as compared with the number handled per trip during the three months of last year shows an increase not only in the number but in speedy distribution, and the number of errors in distribution shows only one error to about five thousand articles distributed.

It may perhaps be well to call attention to the wreck of the steamer *Eider*, bearing a sea post-office in charge of United States sea post-office clerk W. H. Hall, which occurred on the Atherfield Ledge, Isle of Wight, England, on the night of the 31st of January last. The mails consisted of 387 sacks, all of which were saved under the personal supervision of Mr. Hall, who remained at his post until all of the sacks had been taken ashore except 47 which were under water and could not be reached, and all of which were not recovered until some weeks afterwards. Concerning Mr. Hall's devotion to his duty upon that trying occasion the German office advised this Department as follows, viz:

The Imperial German post-office can not let pass this opportunity to bestow praise upon Clerk Hall, of the sea post-office of the *Eider*, who, during the foundering of the steamer, and especially in saving the mail, has displayed the greatest zeal and care, and has willingly undergone all the hardships involved in saving the mails and forwarding the saved bags to the British postal administration.

PARCELS POST.

The parcel-post service has been extended by means of conventions, similar to those now in force with other countries, concluded with the colonies of British Guiana and the Windward Islands, both of which went into operation on the 1st of April last; copies of which appear in the appendix; and similar conventions with Ecuador and the Republic of Honduras have been executed on the part of this Department and are awaiting execution by the Governments of those countries.

The weights of the parcels-post mails dispatched from the United States during the last two fiscal years were as follows, viz:

	Pounds.
For the year ended June 30, 1891	27, 605
For the year ended June 30, 1892	40, 250

which shows an increase during the last fiscal year of 12,645 pounds, or nearly 46 per cent.

No considerable portion of this increase can be attributed to the extension of the service on the 1st of April last to the British colonies of Guiana and the Windward Islands; and the increase must therefore be taken to indicate that the service is growing in popularity, and that its extension to other countries would prove to be a still greater convenience to the public. In view of this circumstance perhaps it may be well to again call attention to the fact that applications from the postal administrations of Germany, Great Britain, and Norway for the establishment of the parcels-post service between those countries and the United States have been on file in this Department for several years.

CONTRACT OCEAN-MAIL SERVICE.

The advertisement, dated July 15, 1891, inviting proposals for contract ocean-mail service in accordance with the provisions of the act of Congress approved March 3, 1891, authorizing said service, resulted in the award and full execution of the following contracts, viz:

Route No. 30, "O. M. S." From Galveston to La Guayra, distance 2,089 nautical miles; 36 trips per year for five years; compensation \$1 per mile. Service to commence May 1, 1893. Contractor, The American Transportation Company, of Chicago.

Route No. 36, "O. M. S." From New York to La Guayra and intermediate ports, distance 1,816 nautical miles; 36 trips per year for ten years; compensation \$1 per mile. Service to commence March 1, 1892. Contractors, Messrs. Boulton, Bliss, and Dallett, of New York City.

Route No. 42, "O. M. S." From New York to Colon, distance 1,984 nautical miles; 36 trips per year for the first two years and 52 trips per year for eight years; compensation \$1 per mile. Service to commence February 1, 1892. Contractor, The Pacific Mail Steamship Company.

Route No. 44, "O. M. S." From San Francisco to Panama and intermediate ports, average distance 4,134½ nautical miles; 36 trips per year for the first three years, at a compensation of \$1 per mile, and 52 trips per year for seven years, at a compensation of \$1 per mile. Service to commence February 1, 1892. Contractor, The Pacific Mail Steamship Company.

Route No. 47, "O. M. S." From San Francisco to Hongkong, via Yokohama, distance 6,381 nautical miles; 13 trips per year for the first two years, at a compensation of \$1 per mile, and 26 trips per year for eight years, at a compensation of \$2 per mile. Service to commence February 1, 1892. Contractor, The Pacific Mail Steamship Company.

The compensation for the service upon all of the above-mentioned routes is calculated upon the number of miles actually traveled on the outward voyages only.

The route from Galveston to La Guayra (Route No. 30) is a new service, the mails for Venezuela having been previously dispatched exclusively by means of vessels sailing from New York, and the service will not commence until May, 1893.

Upon the other routes (Nos. 36, 42, 44, and 47) mails had been carried by steamers sailing at about the same intervals, up to the time of the inauguration of the contract service; so that when the contracts went into operation upon those routes in February and March last, they involved no change in the actual dispatch of the mails, but the regularity of the dispatches was assured, and the time occupied in the sea transit of the mails has been shortened as follows, viz:

Route 36. New York to La Guayra, from 10 days to 8½ days, a saving of 1½ days.

Route 42. New York to Colon, from 7½ days to 6½ days, a saving of 1 day.

Route 44. San Francisco to Panama, from 18½ days to 16 days, a saving of 2½ days.

Route 47. San Francisco to Hongkong, from 18 days to 16 days to Yokohama, a saving of 2 days, and from 26 days to 25 days to Hongkong, a saving of 1 day.

From the commencement of the service up to the 30th of June last, the distances traversed, the amount paid as mileage, and the weights of the mails and the amount which would have been paid for the same service at the allowance of the full sea and United States inland postage, upon each route, are as follows, viz:

Route 36.—New York to La Guayra, from March 1, 1892. Statute miles traveled, 27,075; mileage paid	\$27,075.00
Weights of the mails conveyed: Letters and post cards, 1,534 pounds; other articles, 19,746 pounds; amount of the full sea and inland postage thereon	4,031.96
Excess of cost of contract service	23,043.04
Route 42.—New York to Colon, from February 1, 1892. Statute miles traveled, 22,793; mileage paid	22,793.00
Weights of the mails conveyed: Letters and post cards, 3,116 pounds; other articles, 68,388 pounds; amount of the full sea and inland postage thereon	10,409.28
Excess of cost of contract service	12,383.72
Route 44.—San Francisco to Panama, from February 1, 1892. Statute miles traveled, 62,016; mileage paid	41,344.00
Weights of the mails conveyed: Letters and post cards, 1,382 pounds; other articles, 13,435 pounds; amount of the full sea and inland postage thereon	3,282.85
Excess of cost of contract service	38,061.15

Route 47.—San Francisco to Hongkong, from February 1, 1892. Statute miles traveled, 29,367; mileage paid	\$29,367. 00
Weights of the mails conveyed: Letters and post cards, 4,968 pounds; other articles, 14,739 pounds; amount of full sea and inland postage thereon	25,751. 06
Excess of cost of contract service.....	3,615. 94

From the foregoing it will be seen that the *assured regularity and increased speed* of the service from February 1 to June 30 upon the ocean mail routes now in operation has been attained at a cost to this Department as follows, viz:

Route 36: New York to La Guayra	\$23,043. 04
Route 42: New York to Colon	12,383. 72
Route 44: San Francisco to Panama	38,061. 15
Route 47: San Francisco to Hongkong	3,615. 94
Total.....	77,103. 85

On the 10th of May, 1892, the President approved the act of Congress entitled "An act to encourage American shipbuilding," which directs the Secretary of the Treasury, under certain conditions therein named, to grant registers, as vessels of the United States, to certain foreign-built steamers of a tonnage of not less than 8,000 tons and capable of a speed to 20 knots an hour.

On the 25th of May the Postmaster-General issued an advertisement inviting proposals up to the 5th of September, 1892, for ocean mail service under the provisions of the act approved March 3, 1891, upon twenty additional routes, ten of said routes being to European ports; five to Brazil and the Argentine Republic calling at intermediate ports; two to Cuban ports; one from New York to Mexican ports; one from San Francisco to Hongkong, and one from Mobile to Colon calling at intermediate ports, all of which routes are minutely described in the copy of said advertisement appearing in the appendix.

The bids received were opened in due course and contracts were awarded as follows, viz:

Route No. 57: From New York to Southampton; average distance, 3,162 nautical miles; 52 trips per year for 10 years; compensation, \$4 per mile traveled on each outward voyage. Service to commence October 12, 1895. Contractors, The International Navigation Company of the city of Philadelphia.

Route No. 58: From New York to Antwerp, calling at Southampton and at either Boulogne, Havre, or Cherbourg; approximate distance, 3,350 nautical miles, 52 trips per year for 10 years; compensation, \$4 per mile traveled on each outward voyage. Service to commence October 12, 1895. Contractors, The International Navigation Company of the city of Philadelphia.

Route No. 64. From New York to Buenos Ayres and intermediate ports; distance, 6,222 nautical miles; once every 45 days for 5 years; compensation, \$4 per mile traveled on each outward voyage. Service to commence December 10, 1892. Contractors, The United States and Brazil Mail Steamship Company of New York City.

Route No. 67: From New York to Rio de Janeiro and intermediate ports; distance, 5,325 nautical miles; once every 24 days for 5 years; compensation, \$4 per mile traveled on each outward voyage. Service to commence December 1, 1892. Contractors The United States and Brazil Mail Steamship Company of New York City.

Route No. 69: From New York to Tuxpan and intermediate ports; distance, 2,206 nautical miles; 52 trips per year for 5 years; compensation, \$1 per mile traveled on each outward voyage. Service to commence November 1, 1892. Contractors, The New York and Cuba Mail Steamship Company of New York City.

Route No. 70. From New York to Havana; distance, 1,227 nautical miles; 52 trips per year for 5 years; compensation, \$1 per mile traveled on each outward voyage. Service to commence November 1, 1892. Contractors, The New York and Cuba Mail Steamship Company of New York City.

Of the six routes described above, No. 58, from New York to Antwerp, and No. 64, from New York to Buenos Ayres, are practically new services, and the latter secures regular and direct mail communication with La Plate countries, with which our communication has been heretofore only by means of occasional vessels sailing for Buenos Ayres or through the intermediary of Brazil or England. Upon the remaining six routes the contract service removes the uncertainties that have heretofore prevailed respecting the permanency of the service.

It will be noticed that in this report the length of the ocean mail-service routes is always given in nautical miles while the number of miles traveled is given in statute miles. The reason for this is that the length of each route as computed by the hydrographer of the Navy Department has been reported to this Department in nautical miles, and the hydrographer's figures have been used in stating the lengths. But, the Attorney-General having subsequently rendered an opinion that the term "mile" in the act of March 3 should be construed to mean a statute mile, the number of miles traveled on each route has been given in statute miles in order to show the number of miles upon which the mileage compensation has been computed. The reduction of nautical to statute miles has been calculated upon the basis of 6,075 feet to the nautical and 5,280 feet to the statute mile.

GENERAL OBSERVATIONS.

With reference to my last annual report, I again invite attention—
(1) To the subject of establishing the parcels post between the United States and Germany, Great Britain, Norway, and Belgium.

(2) To the action of the Universal Postal Congress of Vienna relative to the reduction of the registration fee from 10 to 5 cents; and (3) to the indorsement by the United States of the principle of a limited responsibility for the loss of or damage to registered articles while in transit in the mails.

I append hereto statistics showing the number of post-offices and employes; number of letter boxes for the use of the public; proportion of post-offices and of articles of mail matter to area and population; length of mail routes and number of miles traveled annually thereon; number of articles received and dispatched in international mails and by parcels post; postal revenues and subsidies paid to steamship companies, relating to various countries of the Postal Union during the year 1890, which have been collated from the most recent statistical tables published by the International Bureau of the Universal Postal Union; also copies of the parcels-post conventions with the colonies of British Guiana and the Windward Islands; and a copy of the advertisement, dated May 25, 1892, inviting proposals for additional contract ocean-mail service as it appeared in the daily newspapers pursuant to the provisions of the act of Congress.

I am, very respectfully, your obedient servant,

N. M. BROOKS,
Superintendent of Foreign Mails.

The SECOND ASSISTANT POSTMASTER-GENERAL.

APPENDIX.

INTERNATIONAL POSTAL STATISTICS FOR THE YEAR 1890.*

[From "General Statistics of the Postal Service," published by the International Bureau, Berne, Switzerland.]

• Number of post-offices, and officers and employées.

Countries.	Post-offices.		Officers and employées.		Countries.	Post-offices.		Officers and employées.	
	Rank	No.	Rank	No.		Rank	No.	Rank	No.
United States	1	63,493	1	162,708	Turkey	17	1,429	21	2,058
Germany	2	24,970	2	129,945	Argentine Republic	18	1,856	19	4,152
Great Britain	3	18,906	3	117,989	Netherlands	19	1,277	14	5,657
British India	4	9,579	6	43,500	Belgium	20	842	15	5,454
Canada	5	8,038	9	14,207	Denmark	21	786	18	4,857
France	6	7,449	4	62,200	Roumania	22	340	22	1,730
Russia	7	6,226	5	45,952	Peru	23	814	26	593
Italy	8	5,592	8	23,125	Greece	24	281	25	763
Austria	9	4,775	7	29,540	Egypt	25	191	23	1,021
Hungary	10	4,308	10	13,844	Tunis	26	152	30	289
Japan	11	3,672	11	12,545	Bulgaria	27	128	24	1,019
Switzerland	12	3,279	13	8,360	Servia	28	102	27	585
Portugal	13	3,014	16	5,062	Siam	29	98	29	349
Spain	14	2,688	12	10,127	Luxemburg	30	74	28	428
Sweden	15	2,351	17	4,945	Paraguay	31	64	31	99
Norway	16	1,485	20	2,079	Congo	32	10	32	26

Number of letter-boxes for the use of the public.

Countries.	Letter-boxes.		Countries.	Letter-boxes.	
	Rank	Number.		Rank	Number.
Germany	1	84,656	Sweden	17	3,970
France	2	62,315	Netherlands	18	3,669
United States	3	46,062	Norway	19	1,717
Great Britain	4	40,643	Argentine Republic	20	1,495
British India	5	29,048	Roumania	21	1,335
Japan	6	26,479	Greece	22	550
Italy	7	18,618	Egypt	23	548
Austria	8	13,312	Luxemburg	24	402
Spain	9	12,294	Bulgaria	25	381
Russia	10	11,577	Turkey	26	229
Canada	11	8,971	Siam	27	226
Denmark	12	8,967	Servia	28	218
Switzerland	13	7,100	Tunis	29	173
Belgium	14	6,563	Congo	30	12
Hungary	15	5,847	Paraguay	31	10
Portugal	16	5,511			

* In the following tables a number of countries embraced in the Universal Postal Union are omitted simply because their administrations failed to furnish the International Bureau with their postal statistics.

Proportion of post-offices to area and population.

Proportion of post-offices to area.			Proportion of post-offices to population.		
Rank.	Countries.	Square miles to each post-office.	Rank.	Countries.	Population to each post-office.
1	Switzerland	4.9	1	Canada	546
2	Great Britain	6.5	2	Switzerland	894
3	Germany	8.3	3	United States	980
4	Netherlands	9.9	4	Norway	1,349
5	Portugal	11.4	5	Portugal	1,510
6	Luxemburg	13.4	6	Germany	1,981
7	Belgium	14.2	7	Great Britain	2,007
8	Denmark	19.4	8	Sweden	2,035
9	Italy	20.3	9	Argentine Republic	2,398
10	Austria	24.3	10	Denmark	2,780
11	Hungary	28.8	11	Luxemburg	2,985
12	Japan	40.1	12	Netherlands	3,574
13	France	58.4	13	Hungary	4,025
14	United States	62.3	14	Austria	5,037
15	Sweden	70.8	15	Italy	5,183
16	Spain	72.4	16	France	5,662
17	Norway	83.9	17	Paraguay	6,250
18	Greece	87	18	Spain	6,546
19	British India	94.6	19	Belgium	7,301
20	Roumania	100.9	20	Greece	7,784
21	Servia	191	21	Peru	9,836
22	Bulgaria	204.2	22	Tunis	9,868
23	Tunis	328.9	23	Japan	10,925
24	Peru	426.8	24	Roumania	14,824
25	Canada	427.6	25	Turkey	15,988
26	Argentine Republic	820.9	26	Russia	17,473
27	Turkey	831.4	27	Servia	20,088
28	Paraguay	1,126.3	28	Bulgaria	24,635
29	Egypt	1,127.6	29	British India	26,548
30	Russia	1,385.9	30	Egypt	35,636
31	Siam	2,082.8	31	Siam	61,224
32	Congo	103,846	32	Congo	4,000,000

Proportion of articles of mail matter to population.

NUMBER OF ARTICLES OF MAIL MATTER OF EVERY KIND, ORDINARY AND REGISTERED, DOMESTIC AND FOREIGN, RECEIVED AND SENT, TO EACH INHABITANT.

Countries.	Rank.	Number.	Countries.	Rank.	Number.
Great Britain	1	68.6	Spain	17	8.6
United States	2	65	Hungary	18	8.2
Belgium	3	47.9	Japan	19	5.4
Switzerland	4	41.7	Servia	20	5.3
France	5	40.5	Greece	21	5.2
Netherlands	6	39.9	Roumania	22	3.9
Germany	7	34.1	Bulgaria	23	2.6
Canada	8	33.9	Russia	24	2.2
Argentine Republic	9	30.3	Egypt	25	1.9
Denmark	10	22.4	Tunis	26	1.9
Luxemburg	11	22.2	Paraguay	27	1.5
Austria	12	10.9	British India	28	1.2
Italy	13	14	Peru	29	.91
Sweden	14	12.4	Turkey	30	.50
Norway	15	11.9	Siam	31	.04
Portugal	16	11.3	Congo	32	.001

Length of postal routes.

Countries.	Railroads.		All other routes.		Countries.	Railroads.		All other routes.	
	Rank.	Miles.	Rank.	Miles.		Rank.	Miles.	Rank.	Miles.
United States	1	155,689	1	274,817	Egypt	16	1,850	21	3,456
Germany	2	25,904	4	65,363	Roumania	17	1,669	26	1,116
France	3	24,750	9	35,238	Portugal	18	1,574	16	9,736
Russia	4	19,611	3	116,701	Japan	19	1,314	6	45,688
British India	5	15,720	2	123,276	Denmark	20	1,250	19	3,921
Hungary	6	13,617	10	26,172	Norway	21	986	12	23,907
Austria	7	12,519	8	37,979	Bulgaria	22	498	28	502
Canada	8	11,975	5	46,492	Servia	23	320	25	2,109
Argentine Republic	9	6,126	14	12,500	Luxemburg	24	257	29	237
Spain	10	5,956	7	39,478	Tunis	25	142	24	2,126
Greece	11	5,322	18	4,725	Paraguay	26	113	22	2,662
Sweden	12	4,923	13	22,656	Congo .....	.....	.....	23	2,175
Netherlands	13	3,146	15	11,697	Siam .....	.....	.....	17	5,069
Belgium	14	2,819	27	786	Italy .....	.....	.....	11	24,050
Switzerland	15	2,072	20	3,644					

Annual transportation.

Countries.	On railroads.		On all other routes.		Countries.	On railroads.		On all other routes.	
	Rank.	Miles.	Rank.	Miles.		Rank.	Miles.	Rank.	Miles.
United States	1	216,982,860	1	124,849,937	Denmark	16	3,111,967	17	2,540,532
Germany	2	101,487,969	2	53,570,348	Japan	17	2,207,582	5	29,572,177
France	3	63,663,184	4	33,885,488	Roumania	18	2,170,082	26	385,706
Belgium	4	31,102,504	20	1,165,178	Egypt	19	1,813,750	25	507,508
Austria	5	25,018,554	7	23,847,889	Portugal	20	1,542,694	14	5,389,888
Russia	6	20,584,803	6	26,598,535	Norway	21	1,192,272	16	3,563,490
British India	7	17,489,782	2	82,472,685	Luxemburg	22	605,122	27	243,264
Hungary	8	14,029,549	10	14,933,197	Bulgaria	23	339,908	22	710,094
Canada	9	12,902,214	11	13,745,338	Servia	24	200,000	19	1,747,500
Sweden	10	8,917,432	12	7,860,013	Tunis	25	92,700	23	682,500
Spain	11	7,734,262	9	17,200,547	Paraguay	26	43,444	28	230,536
Greece	12	5,959,032	18	1,963,522	Congo .....	.....	.....	29	14,700
Switzerland	13	5,532,944	21	1,092,986	Siam .....	.....	.....	24	510,095
Netherlands	14	4,473,629	13	7,060,684	Italy .....	.....	.....	8	21,668,458
Argentine Republic	15	3,893,812	15	4,513,034					

Number of articles of mail matter received and dispatched in the international mails.

A.—RECEIVED.

Countries.	Letters.		Post cards.		Prints and commercial papers.		Samples.	
	Rank.	Number.	Rank.	Number.	Rank.	Number.	Rank.	Number.
Germany	1	65,013,700	1	11,776,560	2	23,528,360	1	3,177,410
United States	2	46,816,572	8	1,929,860	1	47,241,368	6	665,716
France	3	41,891,719	9	1,914,052	3	21,820,202	3	1,500,124
Austria	4	35,671,400	2	7,960,320	8	7,240,080	2	1,689,460
Hungary	5	14,209,640	3	5,179,020	11	4,718,160	10	389,300
Belgium	6	13,755,924	6	2,494,078	4	9,768,044	4	911,144
Switzerland	7	13,728,738	4	2,750,653	5	8,585,346	5	779,038
Russia	8	12,655,891	5	2,499,037	10	5,112,684	9	397,181
Netherlands	9	9,415,330	7	2,107,380	12	4,560,145	8	606,860
Sweden	10	7,057,687	13	390,706	15	2,121,730	12	281,710
Argentine Republic	11	6,148,913	25	12,147	13	3,597,110	24	14,230
Spain	12	6,010,169	17	118,236	7	7,289,715	13	275,408
British India	13	4,668,697			9	6,748,706		
Denmark	14	3,643,058	12	516,612	20	1,194,088	14	238,124
Norway	15	3,234,814	15	246,402	21	1,179,763	15	118,240
Portugal	16	2,692,720	18	95,225	14	2,541,920	17	71,760
Roumania	17	2,313,825	11	935,114	16	2,041,910	11	340,993
Servia	18	1,837,756	16	158,848	22	824,631	16	87,120
Greece	19	1,780,792	19	74,788	17	1,604,875	22	33,351
Egypt	20	1,437,530	21	57,300	18	1,574,500	20	40,000
Tunisia	21	1,352,818	24	16,200	19	1,482,192	18	58,464
Turkey	22	1,089,731	23	28,584	25	396,581	23	23,759
Luxemburg	23	1,088,958	14	315,614	24	669,864	19	46,698
Bulgaria	24	797,526	20	73,032	23	730,386	21	39,664
Japan	25	556,114	22	42,185	26	861,920	26	4,901
Peru	26	312,509	26	2,947	27	328,371	25	5,237
Paraguay	27	107,394	27	1,671	28	278,139	27	271
Siam	28	73,606	28	894	29	65,192	28	260
Congo	29	26,364	29	744	30	21,168	29	228
Italy			10	1,271,424	6	8,349,769	7	629,979

B.—DISPATCHED.

Germany	1	66,163,350	1	11,328,100	3	27,254,900	2	2,980,530
United States	2	48,247,620	7	1,918,362	2	42,194,628	9	523,828
France	3	45,678,186	9	1,853,731	1	44,824,164	1	3,292,540
Austria	4	39,874,210	2	9,034,140	5	9,497,520	3	2,208,770
Italy	5	15,003,580	1	1,969,024	7	6,899,915	7	583,957
Belgium	6	18,385,066	5	3,355,638	4	11,063,969	4	799,045
Hungary	7	13,132,160	3	5,489,580	10	3,670,640	10	412,520
Switzerland	8	13,002,104	4	4,062,045	8	5,356,431	8	538,460
Russia	9	11,183,355	10	1,573,089	9	3,937,476	6	753,956
Netherlands	10	7,105,721	6	1,970,396	11	8,103,522	5	792,050
Spain	11	6,080,945	17	102,658	6	8,253,915	12	269,408
British India	12	4,667,637			13	1,795,358		
Sweden	13	4,656,002	13	359,125	16	834,535	17	33,995
Denmark	14	3,992,600	12	553,720	15	979,404	13	132,156
Argentine Republic	15	3,966,787	24	16,623	14	1,434,973	25	3,837
Portugal	16	3,454,621	16	150,399	12	2,400,248	14	126,373
Norway	17	2,814,192	15	202,813	19	561,600	23	19,760
Roumania	18	2,506,495	11	816,466	18	738,353	11	333,796
Greece	19	1,839,502	21	52,090	17	782,191	21	23,257
Egypt	20	1,554,700	19	71,500	21	368,500	15	67,500
Servia	21	1,204,352	20	56,072	20	388,644	20	25,334
Tunisia	22	1,137,456	25	11,786	24	176,292	18	27,936
Turkey	23	1,087,851	23	24,813	26	119,859	19	27,284
Luxemburg	24	947,570	14	269,124	23	324,038	22	19,664
Japan	25	519,701	22	36,610	23	262,926	16	37,570
Bulgaria	26	421,724	18	83,370	25	123,068	24	16,448
Peru	27	204,592	27	2,765	28	55,768	26	48
Paraguay	28	71,371	29	536	27	82,745	29	48
Siam	29	49,738	28	3,106	29	17,979	27	377
Congo	30	17,910	26	3,174	30	2,496	28	90

Parcels post.

PARCELS RECEIVED IN THE INTERNATIONAL MAILS.

Countries.	Rank.	Number of parcels received.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Germany.....	1	3,037,500	2,085,500	352,000	\$62,537,652.39
Hungary.....	2	2,882,820	2,882,820		
Austria.....	3	2,114,800	1,768,460	346,140	18,120,007.05
Switzerland.....	4	1,592,882	1,498,734	94,149	12,822,698.65
France.....	5	1,165,763	1,165,763		
Italy.....	6	610,297	590,037	20,260	769,562.41
Belgium.....	7	485,583	485,583		
Great Britain.....	8	395,884	385,396	10,488	
Denmark.....	9	358,664	343,536	15,128	2,480,684.46
Netherlands.....	10	282,855	272,712	10,143	832,516.70
Spain.....	11	221,993	221,993		
Roumania.....	12	155,487	42,420	113,067	2,693,380.81
Russia.....	13	116,115	93,679	62,436	4,415,527.73
British India.....	14	115,955	115,955		
Luxemburg.....	15	103,122	100,069	3,058	713,482.01
Servia.....	16	100,410	51,108	49,302	4,053,144.75
Sweden.....	17	94,805	88,377	6,428	1,356,286.14
Norway.....	18	82,212	78,159	4,053	3,816,207.75
Portugal.....	19	71,248	69,534	1,712	81,209.57
Egypt.....	20	40,810	39,159	1,651	53,838.12
Bulgaria.....	21	32,336	26,200	6,136	3,256,377.83
Argentine Republic.....	22	8,349	8,349		
Turkey.....	23	4,707		4,707	
Greece.....	24	4,435	4,435		
Congo.....	25	774	774		
Siam.....	26	239	239		

PARCELS DISPATCHED IN THE INTERNATIONAL MAILS.

Countries.	Rank.	Number of parcels dispatched.			Value of parcels with declared value.
		Total.	Ordinary.	With declared value.	
Germany.....	1	4,414,870	4,237,970	\$176,900	\$28,835,746.04
France.....	2	2,165,693	2,165,693		
Austria.....	3	2,014,850	1,668,080	346,770	56,025,984.47
Hungary.....	4	1,223,780	756,340	467,440	
Switzerland.....	5	992,029	828,370	163,659	20,069,015.65
Great Britain.....	6	747,512	3,646	743,866	
Belgium.....	7	266,399	266,399		
Italy.....	8	259,719	254,027	5,692	245,462.80
Netherlands.....	9	124,236	121,733	2,503	266,535.31
Spain.....	10	68,407	68,407		
Denmark.....	11	64,884	58,442	6,442	1,226,261.39
Luxemburg.....	12	61,879	58,314	3,565	836,443.27
British India.....	13	61,255	61,255		
Russia.....	14	48,615	6,140	42,475	4,358,143.61
Roumania.....	15	35,412	14,379	21,034	2,275,908.11
Sweden.....	16	28,473	26,200	2,273	3,746,260.06
Egypt.....	17	27,291	26,791	500	10,101.23
Servia.....	18	19,575	7,963	11,612	907,921.96
Norway.....	19	15,709	13,780	1,929	986,620.43
Bulgaria.....	20	6,504	2,884	3,640	2,162,412.14
Portugal.....	21	4,440	4,301	139	4,929.60
Argentine Republic.....	22	2,724	2,724		
Greece.....	23	1,208	1,208		
Siam.....	24	254	254		
Congo.....	25	174	174		
Japan.....	26	10	10		

Postal income and expenditure.

Rank.	Countries.	Income.	Rank.	Countries.	Expenditure.
1	Germany.....	\$61,263,327.30	1	United States.....	\$65,970,717.11
2	United States.....	60,882,097.92	2	Germany.....	55,942,564.44
3	Great Britain.....	47,531,451.85	3	Great Britain.....	32,265,204.42
4	France.....	38,998,181.60	4	France.....	28,614,639.59
5	Russia.....	15,756,763.18	5	Russia.....	18,491,849.35
6	Austria.....	15,027,454.88	6	Austria.....	13,172,734.91
7	Italy.....	8,766,134.68	7	Italy.....	7,715,641.51
8	British India.....	6,539,085.88	8	British India.....	5,871,275.77
9	Hungary.....	6,182,971.16	9	Hungary.....	4,555,647.27
10	Switzerland.....	4,066,743.86	10	Switzerland.....	4,228,370.85
11	Spain.....	4,306,944.24	11	Canada.....	4,094,220.13
12	Belgium.....	3,195,696.89	12	Argentine Republic.....	3,679,211.66
13	Canada.....	3,173,003.88	13	Japan.....	3,552,293.50
14	Japan.....	2,968,395.68	14	Spain.....	2,350,467.50
15	Netherlands.....	2,632,415.67	15	Belgium.....	2,035,183.18
16	Sweden.....	2,027,330.10	16	Netherlands.....	1,954,098.06
17	Denmark.....	1,391,850.76	17	Sweden.....	1,808,815.39
18	Argentine Republic.....	1,382,385.61	18	Denmark.....	1,382,396.87
19	Roumania.....	1,145,402.97	19	Portugal.....	1,279,569.80
20	Portugal.....	1,118,192.20	20	Roumania.....	774,831.81
21	Norway.....	755,583.44	21	Norway.....	701,148.50
22	Egypt.....	531,103.76	22	Bulgaria.....	463,348.60
23	Turkey.....	504,757.20	23	Egypt.....	442,934.22
24	Bulgaria.....	353,272.88	24	Greece.....	391,569.87
25	Greece.....	257,190.04	25	Turkey.....	302,229.12
26	Servia.....	173,390.26	26	Servia.....	214,140.13
27	Luxemburg.....	135,624.10	27	Luxemburg.....	140,661.03
28	Peru.....	134,082.50	28	Peru.....	132,121.95
29	Tunis.....	124,479.68	29	Tunis.....	130,514.65
30	Paraguay.....	16,601.38	30	Paraguay.....	33,881.52
31	Siam.....	16,358.48	31	Siam.....	25,783.06
32	Congo.....	5,731.39			

Postal surplus and deficiency.

Rank.	Countries.	Surplus.	Rank.	Countries.	Deficiency.
1	Great Britain.....	\$15,266,246.93	1	United States.....	\$5,088,919.19
2	France.....	10,383,542.01	2	Russia.....	2,735,080.37
3	Germany.....	5,320,762.86	3	Argentine Republic.....	2,296,826.05
4	Spain.....	1,956,476.74	4	Canada.....	919,226.25
5	Austria.....	1,854,719.97	5	Japan.....	583,897.82
6	Hungary.....	1,627,323.89	6	Portugal.....	161,377.60
7	Belgium.....	1,170,513.71	7	Greece.....	134,409.83
8	Netherlands.....	676,317.61	8	Bulgaria.....	110,075.72
9	British India.....	667,810.11	9	Servia.....	40,749.87
10	Switzerland.....	438,372.01	10	Paraguay.....	17,280.14
11	Roumania.....	370,531.16	11	Siam.....	9,424.58
12	Sweden.....	217,514.90	12	Tunis.....	6,034.67
13	Turkey.....	201,528.08	13	Luxemburg.....	5,036.93
14	Egypt.....	88,169.54			
15	Norway.....	54,434.94			
16	Denmark.....	9,453.89			
17	Peru.....	1,960.55			

*Subsidies paid to steamship companies.**

Rank.	Countries.	Subsidies.	Rank.	Countries.	Subsidies.
1	France.....	\$4,839,181.51	8	Belgium.....	\$166,577.70
2	Great Britain.....	3,631,734.07	9	Greece.....	104,223.86
3	Italy.....	1,998,308.87	10	Denmark.....	49,051.15
4	Spain.....	988,977.02	11	Peru.....	1,158.00
5	Japan.....	745,122.82	12	Roumania.....	926.60
6	British India.....	309,673.71	13	Tunis.....	386.00
7	Netherlands.....	167,050.98			

* The amounts given in this table are the sums which were reported to the International Bureau, as *bona fide* subsidies, paid to the steamship companies, irrespective of the quantity of mail carried.

Percentages of mails despatched by sea to foreign countries during the fiscal year ended June 30, 1892.

TRANSATLANTIC SERVICE.

Countries.	Letters.	Other articles.	Countries.	Letters.	Other articles.
Great Britain	38.54	48.13	Denmark	1.72	1.05
Germany	20.42	20.28	Netherlands	1.26	1.18
Sweden	6.72	5.15	Belgium	1.11	1.18
France	6.57	8.31	Spain .....	.61	1.17
Italy	6.46	2.51	Turkey .....	.49	.53
Austria	5.57	2.80	Portugal .....	.38	.26
Russia	5.00	1.48	India .....	.32	1.91
Norway	3.00	1.79			
Switzerland	1.83	2.26		100.00	99.99

MISCELLANEOUS SERVICE.

Cuba	11.55	8.14	Porto Rico, direct .....	.91	.80
Japan	8.46	7.36	Bahamas .....	.77	.74
Australia	8.08	19.25	British Honduras .....	.66	.43
British Columbia	3.02	.54	From United States postal agency, Shanghai .....	.48	.14
Hawaii	5.79	5.95	San Domingo .....	.48	.74
Mexico	4.11	3.49	Uruguay .....	.48	.09
Hongkong	4.11	1.29	Tahiti .....	.22	.22
Nova Scotia	7.21	.....	Newfoundland .....	.26	.08
Brazil	4.15	4.66	Bolivia .....	.25	.54
Windward Islands	4.08	3.46	Manila .....	.14	.28
Colombia	4.14	5.99	Samoan Islands .....	.18	.24
Venezuela	3.83	3.90	Turks Islands .....	.08	.05
Guatemala	2.67	2.91	Singapore .....	.06	.17
Costa Rica	1.85	2.60	Paraguay .....	.03	.11
Jamaica	2.45	2.11	Dutch Guiana .....	.02	.....
Peru	2.46	3.48	Marshall Islands .....	.01	.....
Chili	2.38	3.78	St. Pierre and Miquelon .....	.08	.10
Bermuda	2.19	1.65	Java .....	.08	.02
Shanghai, United States postal agency	1.75	2.87	Siam .....	.02	.04
Argentine Republic	1.50	2.54	New Caledonia .....	.02	.03
Haiti	1.67	1.15	Cochin China .....	.01	.02
Nicaragua	1.96	1.77	British Guiana .....	.01	.....
Honduras, Republic of	1.43	1.22	Marquesas Islands .....	.01	.02
Salvador	1.69	2.41	Gilbert Islands .....	.....	.....
Ecuador	1.05	1.14			
Curaçao	1.06	.84		99.97	99.96

Amounts paid for conveyance of mails to foreign countries by steamers (and Panama Railroad Company), fiscal year ended June 30, 1892.

Paid to vessels of United States register:

Miscellaneous	\$128,025.56
Transatlantic	3.48
Six months' contract service	104,799.33

Total 232,828.37

Paid to vessels of foreign register:

Miscellaneous	28,272.11
Transatlantic	449,389.18

Total 477,661.29

Paid to Panama Railroad Company 15,343.13

PARCELS-POST CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND BRITISH GUIANA.

For the purpose of making better postal arrangements between the United States of America and British Guiana, the undersigned, John Wanamaker, Postmaster General of the United States of America, and Sir Julian Pauncefote, G. C. M. G., K. C. B., Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary at Washington, by virtue of authority vested in them, have agreed upon the following articles for the establishment of a parcels-post system of exchanges between the United States and British Guiana.

ARTICLE I.

The provisions of this convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles.

ARTICLE II.

1. There shall be admitted to the mails exchanged under this convention, articles of merchandise and mail matter—except letters, post cards, and written matter—of all kinds, that are admitted under any conditions to the domestic mails of the country of origin, except that no packet may exceed 11 pounds (or 5 kilograms) in weight, nor the following dimensions: Greatest length in any direction, three feet six inches; greatest length and girth combined, six feet; and must be so wrapped or enclosed as to permit their contents to be easily examined by postmasters and custom officers; and except that the following articles are prohibited admission to the mails exchanged under this convention:

Publications which violate the copyright laws of the country of destination; poisons, and explosive or inflammable substances; fatty substances, liquids, and those which easily liquify, confections and pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables, and substances which exhale a bad odor; lottery tickets, lottery advertisements, or lottery circulars; all obscene or immoral articles; articles which may in any way damage or destroy the mails or injure the persons handling them.

2. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject in their transmission to the laws and regulations of each country, respectively.

ARTICLE III.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if the communication be inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

3. No parcel may contain packages intended for delivery at an address other than that borne by the parcel itself. If such enclosed packages be detected, they must be sent forward singly, charged with new and distinct parcel-post rates.

ARTICLE IV.

1. The following rates of postage shall in all cases be required to be *fully prepaid* with postage stamps of the country of origin, viz:

2. In the United States, for a parcel not exceeding one pound in weight, 12 cents; and for each additional pound, or fraction of a pound, 12 cents.

3. In British Guiana, for a parcel not exceeding one pound in weight, six pence; and for each additional pound, or fraction of a pound, six pence.

4. The parcels shall be promptly delivered to addressees at the post-offices of address in the country of destination free of charge for postage; but the country of destination may, at its option, levy and collect from the addressee for interior service and delivery a charge the amount of which is to be fixed according to its own regulations, but which shall in no case exceed 5 cents or two and one-half pence for each parcel, whatever its weight.

ARTICLE V.

1. The sender will, at the time of mailing the package, receive a certificate of mailing from the post-office where the package is mailed on a form like Form 1 annexed hereto.

2. The sender of a package may have the same registered in accordance with the regulations of the country of origin.

3. An acknowledgment of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents or two and one-half pence.

4. The addressees of registered articles shall be advised of the arrival of a package addressed to them by a notice from the post-office of destination.

ARTICLE VI.

1. The sender of each parcel shall make a customs declaration; pasted upon or attached to the package, upon a special form provided for the purpose (see Form 2 annexed hereto) giving a general description of the parcel, an accurate statement of its contents and value, date of mailing, and the sender's signature and place of residence, and place of address.

2. The parcels in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues; and the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination; but neither sender or addressee shall be subject to the payment of any charge for fines or penalties on account of failure to comply with any customs regulation.

ARTICLE VII.

Each country shall retain to its own use the whole of the postages, registration and delivery fees, it collects on said parcels; consequently, this convention will give rise to no separate accounts between the two countries.

ARTICLE VIII.

1. The parcels shall be considered as a component part of the mails exchanged direct between the United States and British Guiana, to be dispatched to destination by the country of origin at its cost and by such means as it provides; but must be forwarded, at the option of the dispatching office, either in boxes prepared expressly for the purpose or in ordinary mail sacks, marked "parcels post," and securely sealed with wax, or otherwise, as may be mutually provided by regulations hereunder.

2. Each country shall promptly return empty to the despatching office by next mail all such bags and boxes.

3. Although articles admitted under this convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

4. Each despatch of a parcels-post mail must be accompanied by a descriptive list, in duplicate, of all the parcels sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee, with address of destination, and the declared contents and value; and must be enclosed in one of the boxes or sacks of such despatch (see Form 3 annexed hereto).

ARTICLE IX.

Exchanges of mails under this convention from any place in either country to any place in the other, shall be effected through the post-offices of both countries already designated as exchange post-offices, or through such others as may be hereafter agreed upon; under such regulations relative to the details of the exchange as may be mutually determined to be essential to the security and expedition of the mails and the protection of the customs revenues.

ARTICLE X.

1. As soon as the mail shall have reached the office of destination, that office shall check the contents of the mail.

2. In the event of the parcel bill not having been received a substitute should be at once prepared.

3. Any errors in the entries on the parcel bill which may be discovered, should, after verification by a second officer, be corrected and noted for report to the despatching office on a form "Verification Certificate," which should be sent in a special envelope.

4. If a parcel advised on the bill be not received, after the non-receipt has been verified by a second officer, the entry on the bill should be canceled and the fact reported at once.

5. If a parcel be observed to be insufficiently prepaid, it must not be taxed with deficient postage, but the circumstance must be reported on the verification certificate form.

6. Should a parcel be received in a damaged or imperfect condition, full particulars should be reported on the same form.

7. If no verification certificate or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE XI.

1. If a parcel can not be delivered as addressed, or is refused, it must be returned without charge, directly to the despatching office of exchange, at the expiration of thirty days from its receipt at the office of destination; and the country of origin may collect from the sender for the return of the parcel, a sum equal to the postage when first mailed.

2. When the contents of a parcel which can not be delivered are liable to deterioration or corruption, they may be destroyed at once, if necessary, or if expedient, sold, without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being noticed by one post-office to the other.

3. An order for redirection or reforwarding must be accompanied by the amount due for postage necessary for the return of the article to the office of origin, at the ordinary parcel rates.

ARTICLE XII.

The post-office department of either of the contracting countries will not be responsible for the loss or damage of any parcel, and no indemnity can consequently be claimed by the sender or addressee in either country.

ARTICLE XIII.

The Postmaster General of the United States of America and the Postmaster General of British Guiana, shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present convention from time to time; and may, by agreement, prescribe conditions for the admission to the mails of any of the articles prohibited by Article II of this convention.

ARTICLE XIV.

This convention shall take effect and operations thereunder shall begin on the first day of April, 1892, and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either department, upon six months' previous notice given to the other.

Done in duplicate, and signed at Washington, the third day of February, 1892.

[SEAL.]

JOHN WANAMAKER,
Postmaster General of the United States of America.

[SEAL.]

JULIAN PBUNCEFOOT,
H. B. M. Minister.

The foregoing parcels-post convention between the United States of America and British Guiana has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof, I have caused the Great Seal of the United States to be hereunto affixed.

[SEAL.]

BENJ. HARRISON.

By the President:

JAMES G. BLAINE,
Secretary of State.

WASHINGTON, February 4th, 1892.

FORM 1.

Parcel Post.

A parcel addressed as under has been posted here this day.	
<div style="border: 1px solid black; width: 100px; height: 100px; margin: 0 auto; text-align: center; line-height: 100px;">Office stamp.</div>	<div style="border-top: 1px dashed black; border-bottom: 1px dashed black; height: 40px;"></div>
<p>This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.</p>	

FORM 2.

A.

Parcel post between the United States and British Guiana.

Date. Stamp.	FORM OF CUSTOMS DECLARATION.	Place to which the parcel is addressed.
-----------------	------------------------------	---

Description of parcel: [State whether box, basket, bag, etc.]	Contents.	Value.	Percent.	Total customs charges.
		\$		\$
	Total..	\$		\$

Date of posting:18..; signature and address of sender {

☒ For use of Post Office only, and to be filled up at the office of exchange:

Parcel Bill No.; No. of rates prepaid; Entry No.

B.

Parcel Post from

The import duty assessed by an officer of customs on contents of this parcel amounts to \$....., which must be paid before the parcel is delivered.

Date.
Stamp.

C.

Parcel Post from

This parcel has been passed by an officer of customs, and must be delivered
FREE OF CHARGE.

Date
Stamp.

.....
Customs Officer.

.....
Postmaster-General.

FORM 3.

Date stamp of the dispatching exchange Post Office.	<i>Parcels from.....for.....</i>	Date stamp of the receiving exchange Post Office.
<div style="border: 1px solid black; width: 100%; height: 100%;"></div>	Parcel Bill No., dated 18...: per S. S. "....."	<div style="border: 1px solid black; width: 100%; height: 100%;"></div>
* Sheet No.		

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Declared contents.	Declared value.	Number of rates paid to	Remarks.
					\$		
					\$		
				Total ..	\$		

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

Do.

* Total number of parcels sent by the mail to	* Total weight of mail
* Number of boxes or other receptacles forming the mail	* Deduct weight of receptacles
Signature of dispatching officer at	* Net weight of parcels
Post-Office	
Signature of receiving officer at	
Post Office:	

PARCELS-POST CONVENTION BETWEEN THE UNITED STATES OF AMERICA AND THE WINDWARD ISLANDS.

For the purpose of making better postal arrangements between the United States of America and the Windward Islands, the undersigned, John Wanamaker, Postmaster-General of the United States of America, and Sir Julian Pauncefote, G. C. M. G., K. C. B., Her Britannic Majesty's Envoy Extraordinary and Minister Plenipotentiary at Washington, by virtue of authority vested in them, have agreed upon the following articles for the establishment of a Parcels-Post system of exchanges between the United States and the Windward Islands.

ARTICLE I.

The provisions of this Convention relate only to parcels of mail matter to be exchanged by the system herein provided for, and do not affect the arrangements now existing under the Universal Postal Union Convention, which will continue as heretofore; and all the agreements hereinafter contained apply exclusively to mails exchanged under these articles.

ARTICLE II.

1. There shall be admitted to the mails exchanged under this Convention, articles of merchandise and mail matter—except letters, post cards, and written matter—of all kinds, that are admitted under any conditions to the domestic mails of the country of origin, except that no packet may exceed eleven pounds (or five kilograms) in weight, nor the following dimensions: Greatest length in any direction three feet six inches; greatest length and girth combined, six feet; and must be so wrapped or enclosed as to permit their contents to be easily examined by postmasters and customs officers; and except that the following articles are prohibited admission to the mails exchanged under this Convention:

Publications which violate the copyright laws of the country of destination; poisons, and explosive or inflammable substances; fatty substances, liquids, and those which easily liquefy, confections and pastes; live or dead animals, except dead insects and reptiles when thoroughly dried; fruits and vegetables, and substances which exhale a bad odor; lottery tickets, lottery advertisements, or lottery circulars; all obscene or immoral articles; articles which may in any way damage or destroy the mails, or injure the persons handling them.

2. All admissible articles of merchandise mailed in one country for the other, or received in one country from the other, shall be free from any detention or inspection whatever, except such as is required for collection of customs duties, and shall be forwarded by the most speedy means to their destination, being subject to their transmission to the laws and regulations of each country, respectively.

ARTICLE III.

1. A letter or communication of the nature of personal correspondence must not accompany, be written on, or enclosed with any parcel.

2. If such be found, the letter will be placed in the mails if separable, and if the communication be inseparably attached, the whole package will be rejected. If, however, any such should inadvertently be forwarded, the country of destination will collect double rates of postage according to the Universal Postal Union Convention.

3. No parcel may contain packages intended for delivery at an address other than that borne by the parcel itself. If such enclosed packages be detected, they must be sent forward singly charged with new and distinct Parcels-Post rates.

ARTICLE IV.

1. The following rates of postage shall in all cases be required to be *fully prepaid* with postage stamps of the country of origin, viz:

2. In the United States, for a parcel not exceeding one pound in weight, twelve cents; and for each additional pound, or fraction of a pound, twelve cents.

3. In the Windward Islands, for a parcel not exceeding one pound in weight, six pence; and for each additional pound, or fraction of a pound, six pence.

4. The parcels shall be promptly delivered to addressees at the Post Offices of address in the country of destination, free of charge for postage; but the country of destination may, at its option, levy and collect from the addressee for interior service and delivery a charge the amount of which is to be fixed according to its own regulations, but which shall in no case exceed five cents or two and one-half pence for each parcel, whatever its weight.

ARTICLE V.

1. The sender will, at the time of mailing the package, receive a Certificate of Mailing from the Post-Office where the package is mailed on a Form like Form 1 annexed hereto.

2. The sender of a package may have the same registered in accordance with the regulations of the country of origin.

3. An acknowledgment of the delivery of a registered article shall be returned to the sender when requested; but either country may require of the sender prepayment of a fee therefor not exceeding five cents or two and one-half pence.

4. The addressees of registered articles shall be advised of the arrival of a package addressed to them, by a notice from the Post Office at destination.

ARTICLE VI.

1. The sender of each parcel shall make a Customs Declaration, pasted upon or attached to the package, upon a special Form provided for the purpose (see Form 2 annexed hereto) giving a general description of the parcel, an accurate statement of its contents and value, date of mailing, and the sender's signature and place of residence, and place of address.

2. The parcels in question shall be subject in the country of destination to all customs duties and all customs regulations in force in that country for the protection of its customs revenues; and the customs duties properly chargeable thereon shall be collected on delivery, in accordance with the customs regulations of the country of destination; but neither sender nor addressee shall be subject to the payment of any charge for fines or penalties on account of failure to comply with any customs regulation.

ARTICLE VII.

Each country shall retain to its own use the whole of the postages, registration and delivery fees it collects on said parcels; consequently, this Convention will give rise to no separate accounts between the two countries.

ARTICLE VIII.

1. The parcels shall be considered as a component part of the mails exchanged *direct* between the United States and the Windward Islands to be dispatched to destination by the country of origin at its cost and by such means as it provides; but must be forwarded, at the option of the despatching office, either in boxes prepared expressly for the purpose or in ordinary mail sacks, marked "Parcels-Post," and securely sealed with wax, or otherwise, as may be mutually provided by regulations hereunder.

2. Each country shall promptly return *empty* to the despatching office by next mail, all such bags and boxes.

3. Although articles admitted under this Convention will be transmitted as aforesaid between the exchange offices, they should be so carefully packed as to be safely transmitted in the open mails of either country, both in going to the exchange office in the country of origin and to the office of address in the country of destination.

4. Each despatch of a Parcels-Post mail must be accompanied by a descriptive list, in duplicate, of all the parcels sent, showing distinctly the list number of each parcel, the name of the sender, the name of the addressee with address of destination, and the declared contents and value; and must be enclosed in one of the boxes or sacks of such despatch (See Form 3 annexed hereto).

ARTICLE IX.

Exchanges of mails under this Convention from any place in either country to any place in the other, shall be effected through the post offices of both countries already designated as exchange post offices, or through such others as may be hereafter agreed upon; under such regulations relative to the details of the exchange as may be mutually determined to be essential to the security and expedition of the mails and the protection of the customs revenues.

ARTICLE X.

1. As soon as the mail shall have reached the office of destination, that office shall check the contents of the mail.

2. In the event of the parcel bill not having been received, a substitute should be at once prepared.

3. Any errors in the entries on the parcel bill which may be discovered should, after verification by a second officer, be corrected and noted for report to the despatching office on a form "Verification Certificate", which should be sent in a special envelope.

4. If a parcel advised on the bill be not received, after the non-receipt has been verified by a second officer, the entry on the bill should be canceled and the fact reported at once.

5. If a parcel be observed to be insufficiently prepaid, it must not be taxed with deficient postage, but the circumstance must be reported on the verification certificate form.

6. Should a parcel be received in a damaged or imperfect condition, full particulars should be reported on the same form.

7. If no verification certificate or note of error be received, a parcel mail shall be considered as duly delivered, having been found on examination correct in all respects.

ARTICLE XI.

1. If a parcel cannot be delivered as addressed, or is refused, it must be returned, without charge, directly to the despatching office of exchange, at the expiration of thirty days from its receipt at the office of destination; and the country of origin may collect from the sender for the return of the parcel, a sum equal to the postage when first mailed.

2. When the contents of a parcel which cannot be delivered are liable to deterioration or corruption, they may be destroyed at once, if necessary, or if expedient, sold, without previous notice or judicial formality, for the benefit of the right person, the particulars of each sale being noticed by one post-office to the other.

3. An order for redirection or reforwarding must be accompanied by the amount due for postage necessary for the return of the article to the office of origin, at the ordinary parcel rates.

ARTICLE XII.

The Post Office Department of either of the contracting countries will not be responsible for the loss or damage of any parcel, and no indemnity can consequently be claimed by the sender or addressee in either country.

ARTICLE XIII.

The Postmaster General of the United States of America, and the Governor of the Windward Islands, shall have authority to jointly make such further regulations of order and detail as may be found necessary to carry out the present Convention from time to time; and may, by agreement, prescribe conditions for the admission to the mails of any of the articles prohibited by Article II of this Convention.

ARTICLE XIV.

This Convention shall take effect and operations thereunder shall begin on the first day of April, 1892, and shall continue in force until terminated by mutual agreement, but may be annulled at the desire of either Department, upon six months previous notice given to the other.

Done in duplicate, and signed at Washington, the twenty-fourth day of February, 1892.

[SEAL.]

JOHN WANAMAKER,
Postmaster General of the United States of America.
JULIAN PAUNCEFOTE,
H. B. M. Minister.

[SEAL.]

The foregoing Parcels Post Convention between the United States of America and the Windward Islands has been negotiated and concluded with my advice and consent, and is hereby approved and ratified.

In testimony whereof I have caused the Great Seal of the United States to be hereunto affixed, this 24th day of February, A. D. 1892.

[SEAL.]

By the President:

BENJ. HARRISON.

JAMES G. BLAINE,
Secretary of State.

WASHINGTON, February 24, 1892.

FORM 1.

Parcels-Post.

A parcel addressed as under has been posted here this day.

Office
stamp.

This certificate is given to inform the sender of the posting of a parcel, and does not indicate that any liability in respect of such parcel attaches to the Postmaster-General.

FORM 2.

A.

Parcels-Post between the United States and Windward Islands.

Date.

Stamp.

FORM OF CUSTOMS DECLARATION.

Place to which
the parcel is
addressed.

Description of parcel: [State whether box, basket, bag, etc.]	Contents.	Value.	Per cent.	Total customs charges.
		\$		\$
	Total.			

Date of posting:, 18..; signature and address of sender {

☒ For use of Post-Office only, and to be filled up at the office of exchange:

Parcel Bill No.; No. of rates prepaid; Entry No.

B.

Parcels Post from

The import duty assessed by an officer of customs on contents of this parcel amounts to \$....., which must be paid before the parcel is delivered.

Date.

Stamp.

.....
Customs Officer.

C.

Parcels Post from

This parcel has been passed by an officer of customs and must be delivered
FREE OF CHARGE.

Date.

Stamp.

.....
Postmaster-General.

FORM 3.

Date stamp of the dispatching exchange Post-Office.	Parcels from..... for	Date stamp of the receiving exchange Post-Office.
	Parcel Bill No....., dated 18..; per S. S. "....."	
* Sheet No.....		

Entry No.	Origin of parcel.	Name of addressee.	Address of parcel.	Declared contents.	Declared value.	Number of rates prepaid to....	Remarks.
					\$		
Totals..					\$		

When more than one sheet is required for the entry of the parcels sent by the mail, it will be sufficient if the undermentioned particulars are entered on the last sheet of the Parcel Bill.

lbs.

* Total number of parcels sent by the mail to * Total weight of mail

* Number of boxes or other receptacles forming the mail..... * Deduct weight of receptacles.....

Signature of dispatching officer at * Net weight of parcels.....

Post-Office.....

Signature of receiving officer at Post-Office.

The following is a copy of the general advertisement inviting proposals for ocean mail service, as it appears in newspapers in Boston, New York, Philadelphia, Baltimore, New Orleans, St. Louis, Charleston, Norfolk, Savannah, Galveston, and Mobile, the numbers of the routes not forming part of said advertisement:

OCEAN MAIL LETTINGS.

NOTICE TO BIDDERS.

POST OFFICE DEPARTMENT,
Washington, D. C., May 25, 1892.

In accordance with the provisions of an act of Congress, approved March 3, 1891, entitled "An act to provide for ocean mail service between the United States and foreign ports and to promote commerce," proposals will be received at the Post-Office Department, in the city of Washington, until 3 o'clock p. m., on Monday, the 5th day of September, 1892, for conveying the mails of the United States by means of steam-

ships described in said act, between the several ports of the United States and the several ports in foreign countries which are specifically named in the schedule of routes published herewith.

Proposals are invited for service on said routes, under contracts for ten years each, except where otherwise particularly specified, which shall commence within three years from the date of the execution of the contract, and at one of the periods named below, to wit:

- 1st. Two months from the execution of contract.
- 2nd. Four months from the execution of contract.
- 3d. Six months from the execution of contract.
- 4th. Twelve months from the execution of contract.
- 5th. Eighteen months from the execution of contract.
- 6th. Twenty-four months from the execution of contract.
- 7th. Thirty months from the execution of contract.
- 8th. Thirty-six months from the execution of contract.

Preference will be given, all other things being equal, to the proposal which names the earliest date for the commencement of the service.

Under the law the right is reserved to the Postmaster-General to reject all bids not, in his opinion, reasonable for the attainment of the purposes contemplated by the act.

SCHEDULE OF PROPOSED ROUTES.

- No. 54—"O. M. S." From New York to Liverpool, calling at Queenstown, fortnightly, twenty-six trips per year, in vessels of the first class for the first three years; the remaining seven years the service to be weekly, fifty-two trips per year, in vessels of the first class. Bond required with bid, \$60,000.
- No. 55—"O. M. S." From New York to Southampton, fortnightly, twenty-six trips per year, in vessels of the first class for the first three years; the remaining seven years to be weekly, fifty-two trips per year, in vessels of the first class. Bond required with bid, \$60,000.
- No. 56—"O. M. S." From New York to Liverpool, calling at Queenstown, once a week, fifty-two trips per year, in vessels of the first class. Bond required with bid, \$60,000.
- No. 57—"O. M. S." From New York to Southampton, once a week, fifty-two trips per year, in vessels of the first class. Bond required with bid, \$60,000.
- No. 58—"O. M. S." From New York to Antwerp, calling at Southampton and one French port (either Boulogne, Havre, or Cherbourg, at the option of the Department), once a week, fifty-two trips per year, in vessels of the first class. Bond required with bid, \$60,000.
- No. 59—"O. M. S." From New York to Antwerp, calling at one French port (either Cherbourg, Havre, or Boulogne, at the option of the Department), once a week, fifty-two trips per year, in vessels of the first class. Bond required with bid, \$60,000.
- No. 60—"O. M. S." From New York to Antwerp, calling at Southampton, once a week, fifty-two trips per year, in vessels of the first class. Bond required with bid, \$60,000.
- No. 61—"O. M. S." From New York to Antwerp, calling at Southampton and one French port (either Cherbourg, Havre, or Boulogne), at the option of the Department, once a week, fifty-two trips per year, in vessels of the second class. Time of outward voyage not to exceed eight days real time from Sandy Hook to Antwerp. Bond required with bid, \$40,000.
- No. 62—"O. M. S." From New York to Antwerp, calling at one French port (either Cherbourg, Havre, or Boulogne, at the option of the Department), once a week, fifty-two trips per year, in vessels of the second class. Time of outward voyage not to exceed eight days real time from Sandy Hook to Antwerp. Bond required with bid, \$40,000.
- No. 63—"O. M. S." From New York to Antwerp, calling at Southampton, once a week, fifty-two trips per year, in vessels of the second class. Time of outward voyage not to exceed eight days real time from Sandy Hook to Antwerp. Bond required with bid, \$40,000.
- No. 64—"O. M. S." From New York to Buenos Ayres, calling at St. Thomas, Pernambuco, Rio, and Montevideo, once in forty-five days, in vessels of the fourth class. Time of voyage, thirty-one and one-half days. When no calls are made at Brazilian ports on the outward voyage the time of voyage to be reduced to twenty-eight days. Bond required with bid, \$25,000. Contract for five years.

- No. 65—"O. M. S." From New York to Rio, fortnightly, twenty-six trips a year, calling at St. Thomas, Martinique, Barbados, Para, Maranhao, Pernambuco, and Bahia, in vessels of the fourth class. The outward voyage to be made in twenty-eight and one-half days, and the return voyage, calling at Bahia, Pernambuco, and St. Thomas, in twenty days and twenty-two hours. Each alternate outward voyage to be made in twenty days and twenty-two hours, and each alternate homeward voyage to be made in twenty eight and one-half days, so that each round voyage shall consist of a voyage of twenty-eight and one-half days outward and twenty days and twenty-two hours homeward, and *vice versa*. Bond required with bid, \$20,000. Contract for five years.
- No. 66—"O. M. S." From New York to Rio, calling at Newport News, St. Thomas, Martinique, Barbados, Para, Maranhao, Pernambuco, and Bahia, fortnightly, twenty-six trips per year, in vessels of the fourth class. The outward voyage to be made in twenty-eight and one-half days, and the return voyage, calling at Bahia, Pernambuco, and St. Thomas, in twenty days and twenty-two hours. Each alternate outward voyage to be made in twenty days and twenty-two hours, and each alternate homeward voyage to be made in twenty-eight and one-half days, so that each round voyage shall consist of a voyage of twenty-eight and one-half days outward and twenty days and twenty-two hours homeward, and *vice versa*. Bond required with bid, \$20,000. Contract for five years.
- No. 67—"O. M. S." From New York to Rio, calling at St. Thomas, Martinique, Barbados, Para, Maranhao, Pernambuco, Bahia, and Rio, once every twenty-four days, in vessels of the fourth class. Time of voyage not to exceed twenty-six days and fourteen hours each way. Bond required with bid, \$20,000. Contract for five years.
- No. 68—"O. M. S." From Newport News to Rio, calling at St. Thomas, Para, Pernambuco, and Bahia, monthly, in ships of the fourth class. Time of voyage not to exceed twenty-six days and twenty days. Each alternate outward voyage to be made in twenty-six days, and each alternate homeward voyage to be made in twenty days, so that each round voyage shall consist of a voyage of twenty-six days outward and twenty days homeward, and *vice versa*. Bond required with bid, \$20,000.
- No. 69—"O. M. S." From New York to Tuxpan, calling at Havana, Progreso, Tampico, and returning calling at Vera Cruz, Frontero, Progreso, and Havana, once a week, fifty-two trips per year in vessels of the third class. Time of voyage three and three-fourths days to and from Havana. Bond required with bid, \$15,000. Contract for five years.
- No. 70—"O. M. S." From New York to Havana, once each week, fifty-two trips per year, in vessels of the third class. Time of voyage averaging not more than three and three-fourths days each way. Bond required with bid, \$10,000. Contract for five years.
- No. 71—"O. M. S." From New York to Santiago de Cuba, calling at Nassau, once a week, fifty-two trips per year, in vessels of the third class. Time of voyage not to exceed five days. Bond required with bid, \$10,000. Contract for five years.
- No. 72—"O. M. S." From San Francisco to Hongkong, calling at Yokohama, once in twenty-eight days, thirteen trips per year, in vessels of the third class for the first year, time of voyage not to exceed sixteen days, and fortnightly, twenty-six trips per year for the remaining eight years of the contract, in vessels of the first class. Proposals are also invited for one-fourth of said service during said eight years in vessels of the second class, and for three-fourths of said service in vessels of the first class during said eight years of the term. Time eleven days to and from Yokohama. Bond required with bid, \$40,000. Term of contract nine years.
- No. 73—"O. M. S." From Mobile to Colon, calling at Greytown, Bluefields, and Port Limon on the outward voyage, and at Port Tampa at the option of the Department, and returning, calling at Carthagena, Savanilla, and St. Martha, once in two weeks, twenty-six trips per year, in vessels of the fourth class for the first two years, and the remaining eight years the service to be once every ten days, thirty-six trips per year, in vessels of the third class. Time for voyage not to exceed five days. Bond required with bid, \$15,000.

NOTE.—On return voyages vessels may touch at any ports not named in the schedule if by doing so the outward voyages are not delayed.

Circulars containing a copy of the above cited act, a list of the routes, instructions to bidders, and blank forms of proposals with accompanying bonds, can be obtained of the Superintendent of Foreign Mails, Post Office Department, on and after June 4, 1892.

JOHN WANAMAKER,
Postmaster-General.

The following is a copy of the advertisement for service on the Pacific Ocean as it appears in newspapers in San Francisco, Tacoma, and Portland, the numbers of the routes not forming a part of said advertisement:

OCEAN MAIL LETTINGS.

NOTICE TO BIDDERS.

POST-OFFICE DEPARTMENT,
Washington, D. C., May 25, 1892.

In accordance with the provisions of an act of Congress, approved March 3, 1891, entitled "An act to provide for ocean mail service between the United States and foreign ports and to promote commerce," proposals will be received at the Post-Office Department, in the city of Washington, until 3 o'clock p. m., on Monday, the 5th day of September, 1892, for conveying the mails of the United States by means of steamships described in said act, between the port of the United States and the ports in foreign countries which are specifically named below.

Proposals are invited for service on said route, which shall commence within three years from the date of the execution of the contract, and at one of the periods named below, to wit:

- 1st. Two months from the execution of contract.
- 2d. Four months from the execution of contract.
- 3d. Six months from the execution of contract.
- 4th. Twelve months from the execution of contract.
- 5th. Eighteen months from the execution of contract.
- 6th. Twenty-four months from the execution of contract.
- 7th. Thirty months from the execution of contract.
- 8th. Thirty-six months from the execution of contract.

Preference will be given, all other things being equal, to the proposal which names the earliest date for the commencement of the service.

Under the law the right is reserved to the Postmaster-General to reject all bids not, in his opinion, reasonable for the attainment of the purposes contemplated by the act.

SCHEDULE OF ROUTE ON THE PACIFIC OCEAN.

No. 72.—"O. M. S." From San Francisco to Hongkong, calling at Yokohama, once in twenty-eight days, thirteen trips per year, in vessels of the third class for the first year, time of voyage not to exceed sixteen days, and fortnightly, twenty-six trips per year for the remaining eight years of the contract, in vessels of the first class. Proposals are also invited for one-fourth of said service during said eight years in vessels of the second class, and for three-fourths of said service in vessels of the first class during said eight years of the term. Time eleven days to and from Yokohama. Bond required with bid, \$40,000. Term of contract nine years.

NOTE.—On returning voyages vessels may touch at any ports not named in the schedule if by doing so the outward voyages are not delayed.

Circulars containing a copy of the above-cited act, instructions to bidders, and blank forms of proposals with accompanying bonds, can be obtained of the Superintendent of Foreign Mails, Post-Office Department, on and after June 4, 1892.

JOHN WANAMAKER,
Postmaster-General.

INSTRUCTIONS TO BIDDERS.

Proposals to be considered must conform in all particulars to the provisions of the act first above referred to (which bidders are advised to become familiar with), and must be properly guaranteed, with certifications satisfactory to the Postmaster-General of the financial standing of the bidders and guarantors, and their ability to make good their contract and guaranty.

Proposals should be sent in sealed envelopes to the Superintendent of Foreign Mails, Post-Office Department, Washington, D. C., with the words "Ocean mail proposals" written on the envelope; and they must be dispatched in time to be received at the Post-Office Department on or before 3 o'clock p. m. of said fifth day of September, 1892, awards thereon to be made as soon as practicable. No withdrawal of a bid will be allowed unless the application therefor is received at least 24 hours previous to the time fixed for opening the proposals.

Contracts must be executed promptly on notice of award to the satisfaction of the Postmaster-General.

Proposals must conform, as to route and service, to the advertisement, and must not contain erasures or interlineations.

Only American citizens can be accepted as contractors. Corporations organized in accordance with the laws of the United States or of any State or Territory therein are American citizens within the meaning of the law.

The names of bidders and sureties, and their residences, and the name of each member of the firm, when a partnership offers, should be distinctly stated. If made by a corporation, a duly authenticated copy of the charter or articles of association, and a list of the officers and directors, must be furnished before any award of contract can be made.

Only one route should be included in any proposal. Consolidated or combined bids proposing one sum for two or more routes, or offering to perform the service on one route conditioned on the acceptance of any other bid, will not be considered.

Every proposal must be accompanied by a bond with two or more sureties approved personally by a postmaster of the first or second class, which approval must not be given until the bond is completed and signed by the bidder and his sureties.

In determining the lowest bid on any route, the proposed speed, the tonnage, and the time within which the vessels can be furnished will all be considered as elements in the competition.

The schedule times for sailing on the outward voyages on the several routes advertised herein will be fixed by the Postmaster-General, from time to time, at the earliest practicable dates.

The compensation to be paid for service by vessels of either of the four classes named in the act aforesaid is to be computed by the mile. Hence, each proposal must state the rate per mile, not exceeding the maximum sum fixed by the law, and no offer to perform the service for a sum larger than the said maximum can be considered.

When the time of voyages is given in the schedule of routes, it is intended to mean "not exceeding" the time stated.

The number of miles for which payment will be made will, in each instance, be determined by the hydrographer in the Navy Department, and computed by the shortest practicable route, on the outward voyage only.

Any transfer or assignment of any contract awarded hereunder will operate to annul the same. (Sec. 3737, Rev. Stat.)

The Postmaster-General will make deductions on account of the omission of voyages, or the failure to perform regular voyages, and impose fines and penalties for delays or irregularities in the performance of the service. He will also, after reasonable notice in writing to the contractor, annul any contract for negligent failure to convey the mails agreeably to contract, or for flagrant violations of the postal laws and regulations applicable to the ocean mail service, or for a disregard of the provisions of the act under which this advertisement is issued.

CLASSIFICATION OF VESSELS, ETC.

The vessels to be employed in the performance of the service herein referred to must be American-built steamships, owned and officered by American citizens in conformity with the existing laws, or so owned and officered and registered according to law. They are divided into four classes. The first class shall be iron or steel screw steamships, capable of maintaining a speed of 20 knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 8,000 tons. The second class shall be iron or steel steamships, capable of maintaining a speed of 16 knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 5,000 tons. The third class shall be iron or steel steamships, capable of maintaining a speed of 14 knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 2,500 tons. The fourth class shall be iron or steel or wooden steamships, capable of maintaining a speed of 12 knots an hour at sea in ordinary weather, and of a gross registered tonnage of not less than 1,500 tons.

The contracts for service on all of the routes above specified are required by law to contain a stipulation that each of the vessels employed may carry passengers with their baggage in addition to the mails, and may do all ordinary business done by steamships.

In determining the speed of any vessels of either class the usual test of the Navy Department in such trials will be adopted and conducted by experts, and at the places, designated by the Postmaster-General, which shall be reasonably convenient and in sufficient depth of water for the speed to be determined, and upon conditions to be prescribed by him, and the speed developed by the vessel upon such trial shall not be less than the number of knots per hour required for each class, respectively, in the third section of the above-cited act, and shall be maintained for four (4) consecutive hours.

Vessels to be eligible for service in either class must combine the capability for speed, under the test required, and not less than the minimum tonnage of the class. A speed of a higher class and a tonnage of a lower class, and *vice versa*, will fix the rating in the lower class.

All steamships of the first, second, and third classes hereafter built shall be constructed with particular reference to prompt and economical conversion into auxiliary naval cruisers and according to plans and specifications to be agreed upon by and between the owners and the Secretary of the Navy, and they shall be of sufficient strength and stability to carry and sustain the working and operation of at least four effective "B. L. R." guns, of a caliber of not less than 6 inches, and shall be of the highest rating known to maritime commerce. That these vessels may be promptly converted into auxiliary naval cruisers, it will be necessary for the builders or designers to observe in making the plans that the upper and main decks, when not plated entirely over, shall have a deck stringer plate of ninety-six (96) inches in width, running to within about forty (40) feet of the ends of the vessel, from which parts it can be reduced in width. Plates of this width will obviate taking up the deck plating and widening the stringer plate if at any future time the vessel should be converted into an auxiliary naval cruiser. For the information of builders it is stated that the weight of a 6-inch gun is 10,770 pounds, and that the gun carriage is 6,309 pounds, the shield 7,800 pounds, and the circle 2,515 pounds.

A certificate of the gross registered tonnage of each vessel offered for the service herein advertised for heretofore built, should be furnished prior to the execution of the final contract provided for herein and must be approved by the Postmaster-General before the acceptance of the vessel for said service, and the vessel must, also, be inspected by a competent naval officer or constructor according to the provisions of the last clause of section 4 of the act first above referred to; and all vessels hereafter built must be constructed in conformity to the provisions of the first clause of said section 4, according to the plans and specifications referred to therein.

Every bid must be made on the condition that the transportation of a mail messenger in charge of the mails, with room for the accommodation of himself and the mails, shall be provided free of charge.

The maximum rates of compensation for the ocean mail service herein advertised for are \$4 per mile for first-class ships; \$2 per mile for second-class; \$1 per mile for third-class; and two-thirds of \$1 per mile for fourth-class.

No vessel will be employed which receives any other bounty or subsidy from the United States.

During the first two years of any contract term hereunder, one-fourth of the crew employed by the vessel shall be citizens of the United States; during the next three succeeding years, one-third; and during the remaining portion of said contract, at least one-half.

A thorough inspection by competent naval officer or constructor, of any vessel offered, and his report thereon to the Secretary of the Navy, and the approval of the same by the Secretary, are conditions precedent to the acceptance of such vessels by the Postmaster-General.

Contracts will provide that each vessel employed in the service referred to shall take as cadets or apprentices one American-born boy under 21 years of age for each one thousand tons gross register, and one for each majority fraction thereof, who shall be educated in the duties of seamanship, rank as petty officers, and receive such pay for their services as may be reasonable, conformably to the provisions of section 8 of said act.

Contracts hereunder will contain provisions for the taking and using by the United States as transports or cruisers of any vessels that may be accepted, upon payment to the owners of a fair actual value of the same at the time of the taking, and for the settlement of all disagreements as to said value by the selection of impartial appraisers, in accordance with the provisions of section 9 of said act.

Circulars containing a copy of the above-cited act, a list of the routes, instructions to bidders, and blank forms of proposals with accompanying bonds, can be obtained of the Superintendent of Foreign Mails, Post-Office Department, on and after June 4, 1892.

JOHN WANAMAKER,
Postmaster-General.

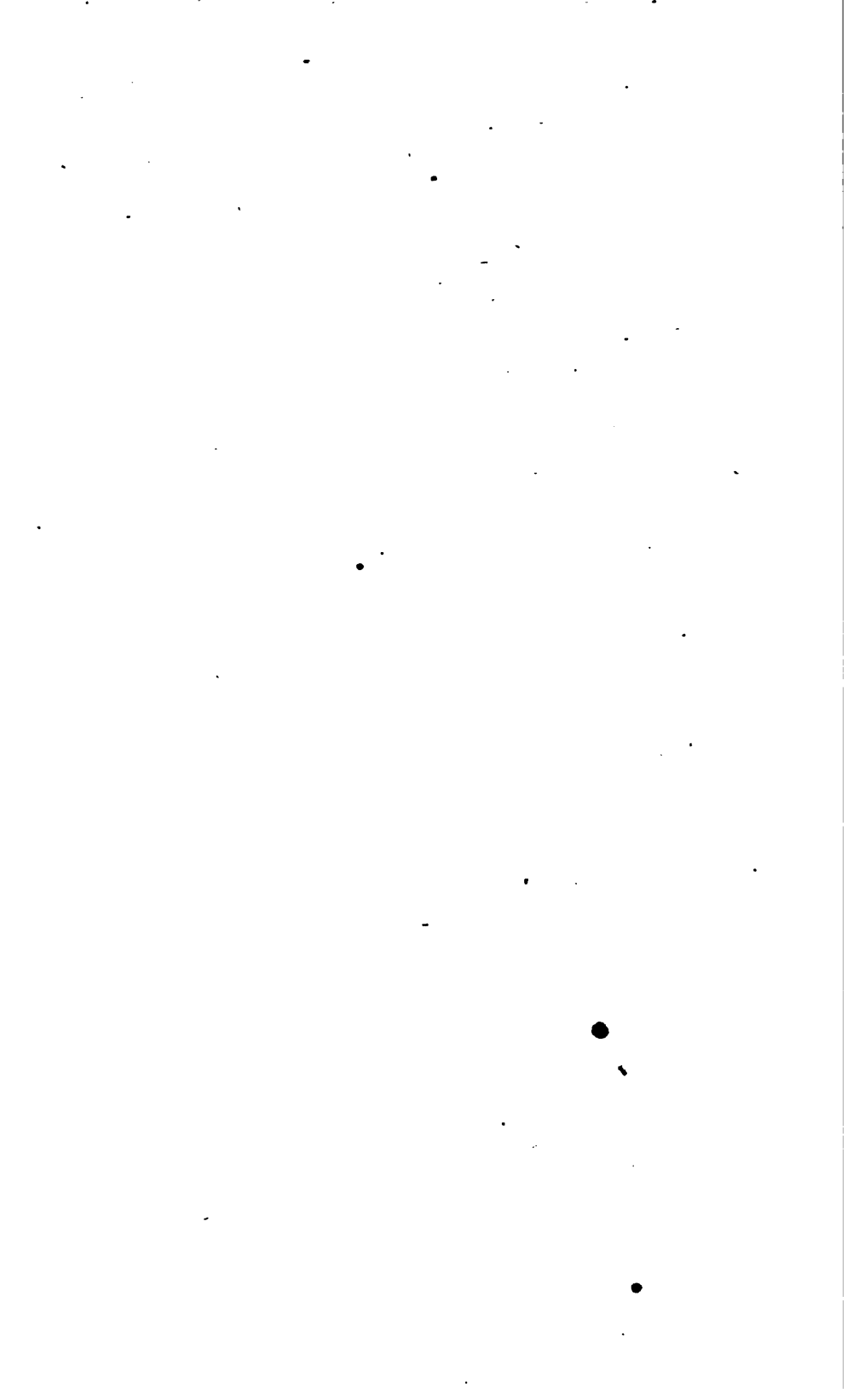
REPORT.

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL

FOR THE

FISCAL YEAR ENDING JUNE 30, 1892.



REPORT

OF THE

THIRD ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE OF THE THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 20, 1892.

SIR: I have the honor to submit the following report, with accompanying papers, showing the operations of this office during the fiscal year ending June 30, 1892:

FINANCIAL OPERATIONS OF THE POSTAL SERVICE.

It has been usual, before presenting the financial statement for the fiscal year on account of which the report of this office is made, to restate the account of the two preceding years. The reason for this is that a considerable indebtedness remains at the close of the year, the amount of which can only be approximated upon the best available data. This indebtedness is satisfied in by far the greater part, if not in whole, within the ensuing two years, during which time the appropriations remain available for the purpose before being finally covered into the Treasury. In the new statement, therefore, actual payments take the place of estimated liabilities shown in previous statements. Following this custom, the accounts for the years 1890 and 1891 are now restated. In these statements, as well as in the statement for the year ending June 30, 1892, the expenditures and liabilities comprehend only such items as are appropriated for by Congress, the amounts earned by the aided and nonaided lines of the Pacific railroads being still to be provided for by Congress, or else certified to the Secretary of the Treasury under existing law.

FISCAL YEAR ENDING JUNE 30, 1890.

REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money	\$108, 725. 41
(b) Box rents	2, 257, 505. 70
(c) Fines and penalties	6, 810. 28
(d) Postage stamps, stamped envelopes, newspaper wrappers, and postal cards	57, 651, 724. 58
(e) Dead letters	12, 310. 73
(f) Miscellaneous	20, 801. 00
Total ordinary postal revenue	60, 057, 877. 68
2. Receipts from money-order business	824, 220. 24
Aggregate	60, 882, 097. 92
Less amount charged to bad debts, compromise, and suspense cases	23, 314. 52
Leaves total revenue	60, 858, 783. 40

EXPENDITURES AND LIABILITIES.

Expenditures:

1. Amount expended from July 1, 1889, to September 30, 1890 ..	\$65,930,717.11
2. Amount expended from October 1, 1890, to September 30, 1891.	631,105.47
3. Amount expended from October 1, 1891, to September 30, 1892.	57,209.43

Total amount paid out of appropriations from July 1, 1889, to September 30, 1892, on account of the service of the year ending June 30, 1890	66,599,032.01
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Liabilities:

Ascertained amount of unpaid indebtedness remaining on September 30, 1892, on account of the service of the year ending June 30, 1890, as stated by Auditor	1,697.74
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Total amount of expenditures and liabilities for the service of the year	66,600,729.75
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Leaves deficiency in postal revenue	5,741,946.35
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The increase of expenditures for railroad transportation of mails, as now ascertained, is \$911,182.47, or 4.9 per cent, over the expenditure for the previous year. This does not include the amounts certified to the Secretary of the Treasury on account of the Pacific railroads.

The deficiency for the year may therefore be stated thus:

According to Auditor's statement made at the close of the year ending June 30, 1890	\$5,048,619.19
According to present statement, which includes payments and ascertained liabilities down to September 30, 1892	5,741,946.35

FISCAL YEAR ENDING JUNE 30, 1891.

REVENUE.

1. Ordinary postal revenue:

(a) Letter postage paid in money	\$98,426.72
(b) Box rents	2,360,768.80
(c) Fines and penalties	21,123.59
(d) Postage stamps, stamped envelopes, newspaper wrappers, and postal cards	62,559,775.66
(e) Dead letters	12,634.96
(f) Miscellaneous	12,564.14

Total ordinary postal revenue	65,065,293.87
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2. Receipts from money-order business

866,491.85

Aggregate	65,931,785.73
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Less amount charged to bad debts, compromise, and suspense cases ..

22,876.36

Leaves as total revenue	65,908,909.36
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EXPENDITURES AND LIABILITIES.

Expenditures:

1. Amount expended from July 1, 1890, to September 30, 1891	\$71,662,463.39
2. Amount expended from October 1, 1891, to September 30, 1892.	583,100.70

Liabilities:

Outstanding indebtedness for various objects remaining on September 30, 1892, on account of the year ending June 30, 1891, as stated by Auditor.	15,481.07
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Total amount of expenditures and liabilities for the service of the year	72,261,045.16
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Leaves deficiency in postal revenue	6,352,135.80
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The increase of expenditures for railroad transportation of mails as now ascertained is \$1,955,438.67, or 10 per cent, over the expenditures for the previous year.

The deficiency of revenue for the year as now appears is as follows:

Deficiency, according to Auditor's statement, made at the close of the year ending June 30, 1891	\$5, 730, 677. 67
Deficiency, as shown by above statement, including expenditures and ascertained liabilities for the service of the year to September 30, 1892	6, 352, 135. 80

FISCAL YEAR ENDING JUNE 30, 1892.

REVENUE.

1. Ordinary postal revenue:	
(a) Letter postage paid in money (consisting mainly of balances paid by foreign countries)	\$131, 323. 46
(b) Box rents	2, 447, 704. 66
(c) Fines and penalties	23, 989. 32
(d) Postage stamps, stamped envelopes, newspaper wrappers, and postal cards	67, 398, 969. 71
(e) Dead letters	14, 386. 44
(f) Miscellaneous	4, 134. 27
Total ordinary postal revenue	70, 020, 507. 86
2. Receipts from money-order business	909, 968. 12
Aggregate	70, 930, 475. 98
Less amount charged to bad debts, compromise, and suspense cases	60, 605. 79
Leaves as total revenue	70, 869, 870. 19

EXPENDITURES AND LIABILITIES.

Expenditures:

Amount expended from July 1, 1891, to September 30, 1892... 76, 323, 762. 29

Liabilities:

1. Outstanding indebtedness for various objects remaining on September 30, 1892, on account of the service of the year, as stated by the Auditor
2. Estimated amount of indebtedness not yet reported to Auditor by the Department on account of the transportation of the mails by railroad

Total amount of expenditures and liabilities for the service of the year

Leaves deficiency, actual and estimated, in postal revenue.. 5, 503, 793. 87

As compared to the year ending June 30, 1891, there was an increase of \$86,935.86, or 3.6 per cent, in box rents; of \$32,896.74 or 33.4 per cent, in letter postage paid in money; of \$4,839,194.05, or 7.7 per cent, in amount received from the sale of postage stamps, stamped envelopes, newspaper wrappers, and postal cards; of \$2,865.73, or 13.5 per cent, in the amount received from fines and penalties; of \$1,751.48, or 13.8 per cent, in the receipts from dead letters; making a total of \$4,963,643.86. There was a decrease of \$8,429.87, or 67 per cent, in miscellaneous receipts, leaving the net increase \$4,955,213.99, or 7.6 per cent, over the postal revenue for 1891. The receipts from money-order business showed an increase of \$43,476.27, or 5 per cent, as compared with the business of the previous year.

The gross revenue of the year (\$70,930,475.98) was reduced in the sum of \$60,605.79 through the adjustment of bad debts, compromise, and

suspense accounts, leaving the revenue \$70,869,870.19. This was an increase of \$4,960,960.83, or 7.5 per cent, over the revenue for the year ending June 30, 1891, after deducting a similar loss from the revenue for that year, as against an increase of 8.29 per cent for the year ending June 30, 1891, over the preceding year.

By quarters the receipts of the fiscal year ending June 30, 1892, as compared with those for the corresponding periods of the previous fiscal year, were as follows: For the quarter ending September 30, 1891, \$16,180,886.22, being an increase of \$1,014,976.85, or 6.6 per cent; for the quarter ending December 31, 1891, \$18,303,570.97, an increase of \$1,175,213.02, or 6.8 per cent; for the quarter ending March 31, 1892, \$18,937,326.16, an increase of \$1,512,899.52, or 8.6 per cent; and for the quarter ending June 30, 1892, \$17,508,692.63, an increase of \$1,295,600.87, or 7.9 per cent.

The increase of expenditures and estimated liabilities was \$4,112,618.90, or 5.6 per cent, over those of the previous year. The estimated deficiency of revenue needed from the Treasury to meet the expenditures and liabilities was \$5,503,793.87, or 7.2 per cent of the total expenditures and estimated recognized liabilities for the year.

The appropriations for the service of the year amounted to \$78,133,913.08, including \$211,690.47 for the special-delivery system, for which no specific amount was appropriated, the expense of the system being payable out of its receipts. The appropriations covered forty-one items, including that for special-delivery service. The total amount expended up to the 30th of September on account of the year ending June 30, 1892, was \$76,323,762.29. In thirty-nine items of appropriation there were unexpended balances amounting to \$2,159,715.81, which is left available for the discharge of indebtedness on account of the respective items for which appropriation was made. In one item the full amount appropriated was expended. In the item of compensation to postmasters the expenditure exceeded the appropriation in the sum of \$349,565.02.

By quarters the actual expenditures of the fiscal year ending June 30, 1892, as compared with those for the corresponding period of the previous fiscal year, were as follows: For the service of the quarter ending September 30, 1891, \$18,639,249.89, being an increase of \$1,337,256.76, or 7.7 per cent; for the service of the quarter ending December 31, 1891, \$19,006,669.69, an increase of \$1,253,510.22, or 7 per cent; for the service of the quarter ending March 31, 1892, \$19,309,814.16, an increase of \$1,228,559.63, or 6.8 per cent; and for the service of the quarter ending June 30, 1892, \$19,368,028.55, an increase of \$842,093.79, or 4.5 per cent.

Among the principal items of expenditure for the year there was an increase as follows over the same items for the year ending June 30, 1891: Of \$722,565.32, or 4.9 per cent, for compensation to postmasters; of \$546,203.54, or 7.4 per cent, for compensation to clerks in post-offices; of \$96,743.89, or 8.7 per cent, for rent, light, and fuel in post-offices; of \$894,040.60, or 9.8 per cent, for free-delivery service; of \$144,895.80, or 2.7 per cent, for transportation on star routes; of \$1,382,076.38, or 6.6 per cent, for inland transportation by railroads; of \$144,183.63, or 5.8 per cent, for railway postal-car service; of \$75,583.52, or 7.1 per cent, for mail-messenger service; and of \$420,592.25, or 7.1 per cent, for railway post-office clerks. The increase of expenditure for postage stamps, stamped envelopes, postal cards, and official and registered package envelopes was \$99,638.03, or 7.7 per cent. This includes the item of \$9,065.06 for postage stamps not yet paid for on account of the year

1891. There was a decrease of \$12,848.20, or 2.9 per cent, for steamboat transportation.

To recapitulate, the deficiency of revenue for the year is as follows:

As appears from Auditor's statement, which includes actual disbursements only to September 30, 1892.....	\$5, 393, 236. 31
As appears from the foregoing statement, including actual disbursements to September 30, 1892, and liabilities on account of the service of the year outstanding at that time.....	5, 503, 793. 87

A detailed statement of postal receipts and of expenditures by items will be found in Table No. 4, appended to this report.

AMOUNTS DRAWN FROM THE TREASURY.

The following amounts were drawn from the general Treasury within the last fiscal year on account of special and deficiency appropriations, viz:

For deficiency in the postal revenue for 1891, under act approved June 30, 1890.....	\$3, 700, 000
For deficiency in the postal revenue for 1892, under act approved March 3, 1891.....	1, 000, 000
Total drawn during the year.....	4, 700, 000

NOTE.—The difference in amount reported by the Auditor as drawn from the Treasury and the amount reported by this office (\$1,560,232.64) is caused by the different periods in which they were reported drawn, the Auditor reporting amounts from October 1, 1891, to September 30, 1892, while the period in which this office reported amounts drawn was from July 1, 1891, to June 30, 1892.

TRANSACTIONS AT TREASURY DEPOSITORIES.

The accounts during the year show the following receipts and disbursements at Treasury depositories, viz:

Balance subject to draft June 30, 1891.....	\$4, 214, 294. 73
Amount of outstanding warrants June 30, 1891.....	65, 524. 36
Deposits:	
On account of postal revenue.....	\$29, 930, 852. 81
On account of grants from the General Treasury..	4, 700, 000. 00
	34, 630, 852. 81
Total.....	38, 910, 671. 90
Amount of warrants paid during the year ending June 30, 1892.....	35, 820, 063. 23
Balance at depositories June 30, 1892.....	3, 090, 608. 67
Amount of outstanding warrants June 30, 1892.....	55, 126. 05
Balance subject to draft June 30, 1892.....	3, 035, 482. 62

Of the \$29,930,852.81 deposited on account of postal revenue, \$22,184.67 was through national-bank depositories. The balance remaining in national-bank depositories at the close of the year ending June 30, 1892, was \$1,912.75.

In my report for the fiscal year ending June 30, 1885 (p. 669, Appendix, Report of Postmaster-General for said year), is a table showing the gross receipts and net ordinary postal revenues from July 1, 1869, to June 30, 1885, by fiscal years, with amounts and ratios of increase. This table has been found so useful for statistical purposes that I have had it brought down to the close of the last fiscal year, and append it hereto, namely:

Statement showing the ordinary postal revenue (exclusive of official stamps and money-order receipts) by quarterly and annual periods, from July 1, 1869, to June 30, 1892, with the proportion of revenue in each quarter to the revenue for the entire year, and the increase for each year over the immediately preceding fiscal year.

Fiscal year ending June 30—	Quarter ending September 30.		Quarter ending December 31.		Quarter ending March 31.	
	Amount.	Per cent of total postal revenue.	Amount.	Per cent of total postal revenue.	Amount.	Per cent of total postal revenue.
1870.....	\$4,520,763.25	23.9	\$4,739,948.85	25.1	\$4,910,709.45	26.0
1871.....	4,678,481.15	23.3	4,978,859.07	24.8	5,278,640.91	26.3
1872.....	4,945,525.29	23.0	5,462,198.57	25.4	5,683,885.77	26.4
1873.....	5,420,134.70	23.6	5,647,185.65	24.6	5,972,733.50	26.0
1874.....	6,047,508.89	24.5	5,969,103.02	24.3	6,428,191.62	26.1
1875.....	6,118,046.55	23.8	6,463,295.73	25.1	6,657,347.67	25.9
1876.....	6,431,424.89	23.6	6,868,495.70	25.2	7,183,140.85	26.3
1877.....	6,539,171.38	24.2	6,634,431.10	24.5	7,068,654.13	26.1
1878.....	6,693,098.15	23.2	7,821,470.70	25.4	7,525,942.02	26.1
1879.....	6,863,107.89	23.3	7,348,184.05	24.9	7,803,989.89	26.5
1880.....	7,563,315.55	22.9	8,324,434.43	25.2	8,809,923.51	26.7
1881.....	8,351,587.76	22.9	9,068,906.05	24.9	9,420,498.35	25.9
1882.....	9,450,556.96	22.8	10,577,562.25	25.5	10,956,235.80	26.4
1883.....	10,510,527.60	23.3	11,438,815.78	25.4	11,887,890.51	26.4
1884.....	10,523,006.45	24.6	11,131,202.60	26.0	10,808,861.31	25.3
1885.....	9,974,210.09	23.6	10,721,203.89	25.4	10,983,648.34	26.0
1886.....	9,950,918.88	22.9	11,279,333.97	25.9	11,455,872.95	26.1
1887.....	10,920,217.20	22.7	12,235,527.04	25.4	12,854,871.69	26.7
1888.....	11,911,350.88	22.9	13,415,062.20	25.8	13,729,668.90	26.5
1889.....	12,724,505.87	22.9	14,344,012.06	25.9	14,669,924.98	26.5
1890.....	13,681,949.43	22.8	15,626,743.45	26.0	15,752,838.07	26.2
1891.....	14,977,937.23	23.0	16,869,842.00	26.0	17,205,485.96	26.4
1892.....	15,971,457.55	22.8	18,028,833.41	25.8	18,711,896.31	26.7
Total.....	204,774,798.08	23.8	224,541,671.57	25.5	231,750,854.58	26.3

Fiscal year ending June 30—	Quarter ending June 30.		Total ordinary postal revenue for the year.	Increase over the previous year.	
	Amount.	Per cent of total postal revenue.		Amount.	Per cent.
1870.....	\$4,707,950.10	25.0	\$18,870,377.65	\$1,157,677.77	6.1
1871.....	5,101,064.29	25.4	20,037,045.42	1,434,983.32	7.1
1872.....	5,380,419.11	25.0	21,472,028.74	1,456,128.63	6.7
1873.....	5,882,103.63	25.6	22,028,157.57	1,678,414.27	7.3
1874.....	6,132,768.31	24.9	24,606,571.84	1,053,601.23	4.1
1875.....	6,421,483.12	25.0	25,660,173.07	1,511,864.16	5.8
1876.....	6,708,975.79	24.6	27,172,037.23	*183,592.29	0.6
1877.....	6,726,178.33	24.9	26,988,444.94	1,774,500.22	6.5
1878.....	7,222,439.29	25.0	28,762,945.16	671,703.27	2.3
1879.....	7,419,367.10	25.2	29,434,648.43	3,500,090.94	11.8
1880.....	8,237,065.88	25.0	32,934,739.37	3,416,219.25	10.3
1881.....	9,491,906.46	26.1	36,350,968.62	4,968,529.70	13.7
1882.....	10,365,133.32	25.0	41,349,488.32	3,002,440.81	8.7
1883.....	11,115,205.24	24.7	44,951,920.19	*2,287,504.39	5.0
1884.....	10,201,284.38	23.9	42,664,364.74	*512,454.21	1.2
1885.....	10,472,849.21	24.8	42,151,610.53	1,445,980.55	3.3
1886.....	10,911,745.28	25.1	43,597,871.08	4,520,402.86	10.3
1887.....	12,108,158.01	25.2	48,118,273.84	3,778,585.02	6.7
1888.....	12,840,756.98	24.8	51,896,858.96	3,490,947.41	6.7
1889.....	13,649,361.46	24.7	55,387,806.37	4,670,071.31	8.4
1890.....	14,996,346.73	25.0	60,057,877.68	5,007,416.19	8.3
1891.....	16,012,028.68	24.8	65,065,293.87	4,965,213.06	7.6
1892.....	17,308,318.59	24.7	70,020,507.86		
Total.....	319,412,986.29	24.9	680,489,310.52		

* Decrease.

Another table on page 690 of the same report has also been found of great service, and this table has likewise been brought down to the close of the last fiscal year, and is as follows:

Statement showing gross receipts and net ordinary postal revenues from July 1, 1869, to June 30, 1892, with amounts and ratios of increase.

Fiscal year ending June 30—	Gross receipts as shown by Auditor's report.	Receipts from official stamps and stamped envelopes.	Receipts from money-order business.	Ordinary postal revenue, exclusive of official stamps and money-order business.	Increase.			
					Gross receipts.		Ordinary postal revenue.	
					Amount.	Per cent.	Amount.	Per cent.
1870.....	\$19,772,220.65	.....	\$992,843.00	\$18,879,377.65	.....	.....	.....	.....
1871.....	20,037,015.42	.....	.....	20,037,045.42	\$284,824.77	1.3	\$1,157,667.77	6.1
1872.....	21,915,426.37	.....	443,897.63	21,472,028.74	1,878,380.95	9.3	1,434,983.32	7.1
1873.....	22,996,741.57	.....	68,584.00	22,928,157.57	1,081,315.20	4.9	1,456,128.83	6.7
1874.....	28,471,071.82	\$1,759,301.86	106,198.12	24,606,571.84	3,474,303.25	15.1	1,678,414.27	7.3
1875.....	26,791,360.59	1,011,045.43	120,142.09	25,660,173.07	320,288.77	1.2	1,053,601.23	4.1
1876.....	28,644,197.50	1,281,389.43	190,770.84	27,172,037.23	1,852,836.91	6.9	1,511,864.16	5.8
1877.....	27,531,585.26	870,730.47	172,409.85	26,988,444.94	*1,112,612.24	*3.8	*183,592.29	*.6
1878.....	29,277,516.95	304,923.90	209,647.89	28,762,945.16	1,745,931.69	6.3	1,774,500.22	6.5
1879.....	30,041,982.96	388,107.60	219,226.83	29,434,648.48	764,465.91	2.6	671,703.27	2.3
1880.....	33,315,479.34	111,534.72	269,205.25	32,934,739.37	3,273,496.48	10.8	3,500,090.94	11.8
1881.....	36,785,397.97	138,857.96	295,581.39	36,350,958.62	3,060,918.63	10.4	3,416,219.25	10.3
1882.....	41,876,410.15	168,154.48	360,767.35	41,349,488.32	5,491,012.18	13.8	4,998,529.70	13.7
1883.....	45,508,692.61	145,144.11	411,619.37	44,951,929.13	3,632,282.46	8.6	3,602,440.81	8.7
1884.....	43,325,958.81	154,270.26	507,323.81	42,664,364.74	*2,182,733.80	*4.7	*2,287,564.39	*5.0
1885.....	42,560,843.83	.....	408,933.30	42,151,910.53	*765,114.98	*1.7	*512,454.21	*1.2
1886.....	43,948,422.95	.....	350,551.87	43,597,871.08	1,387,579.12	3.2	1,445,960.55	3.3
1887.....	49,837,609.39	.....	719,335.45	48,118,273.94	4,889,186.44	11.1	4,520,402.86	10.3
1888.....	52,695,176.79	.....	798,317.83	51,896,858.96	3,857,567.40	7.9	3,778,585.02	7.8
1889.....	56,175,611.18	.....	787,804.81	55,387,806.37	3,480,434.39	6.6	3,490,947.41	6.7
1890.....	60,882,067.92	.....	824,220.24	60,057,877.68	4,766,486.74	8.3	4,870,071.31	8.4
1891.....	65,931,785.72	.....	866,491.85	65,065,293.87	5,049,887.80	8.3	5,007,416.19	8.3
1892.....	70,930,475.98	.....	909,968.12	70,020,507.86	4,998,690.26	7.5	4,956,213.99	7.6
Total	896,253,111.63	5,831,460.22	9,932,340.89	880,489,310.52	.....	.....	.....	.....

* Decrease.

APPROPRIATIONS, EXPENDITURES AND ESTIMATES, FOR THE SERVICE OF THIS OFFICE.

The appropriations for the service of this office during the fiscal year ending June 30, 1892, amounted to \$1,518,100, exclusive of the amount paid messengers of the special delivery system. No specific amount was appropriated for this purpose, the compensation of messengers being payable by law out of the receipts of the system. The expenditure out of the fixed appropriations was \$1,428,104.80, leaving an unexpended balance of \$90,995.20, or 5.9 per cent of the total amount appropriated.

The total expenditures for the service of this office for the year ending June 30, 1891, as appears by Table No. 4, showing receipts and expenditures, was \$1,320,706.35 (exclusive of special delivery). To this amount should be added \$8,045.13 expended during the past fiscal year on account of the service of the previous year, and also \$9,065.06 remaining unpaid because of the insufficiency in appropriation for postage stamps, making the total expenditures and obligations for the year 1891, \$1,337,816.54. For the service of the year 1892 the expenditure was \$1,428,104.80 (also excluding special delivery), as already shown. This is an increase of \$90,288.26, or 6.7 per cent, over the total expenditures for the year ending June 30, 1891.

The increase of expenditure for the compensation of special-delivery messengers was \$37,269.53, or 21.3 per cent.

The appropriations for the service of this office for the present fiscal year amount to \$1,634,400. In the light of present information the present year's appropriations will be sufficient in every item except that of adhesive postage stamps and postal cards. For the former item it is estimated that an additional amount of \$132,230.51, and for the latter item an additional amount of \$71,934.30 will be required. The need for these additional amounts in the one case grows out of the introduction of the Columbian series of postage stamps, and in the other case out of the introduction of two additional sizes of postal cards.

The estimates of appropriation for the next fiscal year amount to \$1,976,800, of which a detailed statement, together with the explanations pertaining to the same, will be found in paper No. 1, attached to this report.

SPECIAL-DELIVERY SYSTEM.

The operations of the special-delivery system during the year are shown in the following particulars:

First. The total number of pieces of mail matter received for special delivery at all the letter-carrier or free-delivery offices was 2,363,684; of which 1,822,113, or 77.9 per cent, were transmitted through the mail from place to place, and 541,571, or about 22.9 per cent, were local or drop letters.

Second. The total number of pieces delivered by special-delivery messengers at letter-carrier offices was 2,241,176, or nearly 95 per cent of all the special-delivery pieces received, leaving 122,508, or a little over 5 per cent, as the number delivered by letter-carriers or other salaried postal employes, including such pieces as it was found impossible to deliver.

Third. The value of the special-delivery stamps on matter received for delivery at letter-carrier offices was \$236,368.40. The amount of special-delivery stamps sold during the year at the same offices was \$201,162.70.

Fourth. The average number of special-delivery messengers employed at the letter-carrier offices was 1,210.

Fifth. The average time consumed at letter-carrier offices in the delivery of special-delivery matter, after it reached the respective offices of destination, was 19 minutes.

From the foregoing statistics and from the report of the Sixth Auditor the following statement is made up, showing the amount of special-delivery business transacted throughout the whole country:

Total number of special-delivery letters delivered, for which allowance of special-delivery fees was made in the adjustment of postmasters' accounts, constituting 95.6 per cent of the whole.....	2, 646, 131
Percentage of increase over number delivered and paid for during the preceding year.....	21.4
Whole number of special-delivery letters received for delivery (including such as were delivered by salaried employes without special-delivery fee), and a few that it may have been found impossible to deliver.....	2, 768, 639
Amount of special-delivery stamps on matter received for delivery.....	\$276, 863.90
Total amount paid messengers.....	\$211, 690.47
Total profit to the Government on special-delivery business.....	\$65, 173.43

In Table No. 17, attached to this report, will be found statistics in detail of special-delivery matter received and delivered at all letter-carrier offices during the year; as to other offices, statistics in detail cannot be given.

The increase of the service, by years, is shown in the following statement:

Increase in—	Per cent.
1887.....	24.0
1888.....	17.7
1889.....	11.9
1890.....	10.2
1891.....	23.2
1892.....	21.4

FINANCE DIVISION.

This division has general supervision of the collection of all postal revenues, sees that amounts due the Department are promptly placed to its credit, and receives and records all certificates of deposits of postmasters and others covering balances so due; it also records all expenditures on account of the postal service, and issues, upon reports from the Auditor, after a thorough examination of the accounts, all drafts and warrants in payment of postal indebtedness. The labor incident to the discharge of these duties, which has been performed in the division during the year, will appear from the following statement:

New contracts for mail service received, examined, and entered on the books kept in this division, 6,601; orders of the Postmaster-General affecting the mail service, received, examined, and entered in ledgers, 25,123.

Transcripts were received weekly from the United States Treasury and from nine subtreasuries, and monthly from forty-three designated national-bank depositories, comprehending financial transactions, of which the receipts (\$34,630,852.81), together with the amount on hand subject to draft (\$4,214,294.73) at the beginning of the year aggregated \$38,845,147.54, and the expenditures on account of warrants paid amounted to \$35,820,063.23. Accounts with these depositories and with the Treasury and subtreasuries were also kept in the division.

The number of certificates of deposit received and entered in ledgers during the year was 271,062. One hundred and nine thousand and eighty-nine accounts of contractors and other creditors of the Government on account of mail service, and 8,091 accounts involving balances due present and late postmasters were received and examined during the year, necessitating the drawing, recording, and mailing of a like number of warrants and drafts. These involved the sum of \$35,813,092.27 on account of warrants issued, and \$1,284,390.01 on account of drafts issued, making a total of \$37,097,482.28. With each warrant instructions were sent the payee as to the proper manner in which to indorse it.

A little more than 21,000 circulars were sent to postmasters containing instructions relative to the deposit of their postal balances, and demanding from delinquent postmasters such amounts as were due by them.

There were, besides, 5,074 letters written on subjects pertaining to the different branches of work assigned to the division, and 358 cases for investigation of the accounts of postmasters and late postmasters made up and placed in the hands of the chief post-office inspector.

**FUNDS RECEIVED AT THE DEPARTMENT AND TURNED OVER TO THE
FINANCE DIVISION DURING THE FISCAL YEAR.**

The money received from postmasters erroneously remitting to this office balances due the Government, from collections made by the chief post-office inspector on account of defaulting postmasters, from postmasters and others for the purchase of stamps, stamped envelopes, etc., and from bills of exchange covering balances due by foreign postal administrations, amounted to \$97,648.54, which is accounted for as follows:

Amount received.....	\$97,648.54
Amount deposited with the Treasurer of the United States at Washington, D. C.....	27,619.35
Amount deposited with the assistant treasurer of the United States at New York, N. Y.....	69,769.26
Amount returned to remitters.....	259.93
	<u>97,648.54</u>

DEAD-LETTER FUND.

The money taken from dead letters for which no owners could be found, and that realized from the auction sale of unclaimed articles accumulated in the Dead-Letter Office, which was turned over to the finance division, aggregated \$15,929.18.

This money was disposed of as follows, viz: •

Amount received.....	\$15,929.18
Amount in current funds deposited in the Treasury at Washington, D. C.....	\$15,510.28
Amount realized from the sale of foreign and uncurrent funds by the postmaster at New York, and deposited with the assistant treasurer at New York.....	385.27
Total amount deposited.....	15,895.55
Amount of loss sustained from sale of uncurrent funds, from counterfeits, and from mutilated minor coin.....	33.63
	<u>15,929.18</u>

NOTE.—The report of the Auditor states the receipts from dead letters for the year to have been \$14,386.44, or \$1,542.74 less than that shown above as the total amount deposited. This arises from the fact that the Auditor includes in his statement the receipts from October 1, 1891, to July 31, 1892, while the report above covers the receipts for the year ending June 30, 1892.

DIVISION OF POSTAGE STAMPS, STAMPED ENVELOPES, AND POSTAL CARDS.

During the fiscal year ending June 30, 1892, the total number of pieces of stamped paper issued to postmasters was 3,673,944,332, of the value of \$68,748,020, an increase over the issues of the previous year of 273,538,059, or 8.04 per cent, in number and of \$4,538,529.44, or 7.06 per cent, in value. The issues in detail were as follows:

Description.	Number.	Value.
Ordinary postage stamps.....	2,548,270,210	\$48,850,562.00
Special-delivery stamps.....	3,117,220	311,722.00
Newspaper and periodical stamps.....	4,113,292	2,209,516.00
Postage-due stamps.....	17,551,410	425,970.00
Stamped envelopes, plain.....	228,160,200	4,452,502.58
Stamped envelopes, request.....	313,855,000	6,764,116.55
Newspaper wrappers.....	51,099,500	598,379.50
Postal cards.....	511,433,500	5,117,450.00
Letter-sheet envelopes.....	774,000	17,802.00

The increase during the year, separately stated, was as follows:

Description.	Number.	Per cent.	Value.	Per cent.
Ordinary postage stamps	145,766,870	6.08	\$2,611,512.00	5.64
Special-delivery stamps	547,870	21.32	54,787.00	21.32
Newspaper and periodical stamps	15,029	.36	153,718.00	7.47
Postage-due stamps	2,576,590	17.20	64,397.00	17.81
Stamped envelopes, plain	3,548,950	1.58	78,976.84	1.80
Stamped envelopes, request	32,111,500	11.39	685,976.05	11.28
Newspaper wrappers	1,798,000	3.60	18,878.00	3.25
Postal cards	87,216,750	20.55	871,285.00	20.51
Letter-sheet envelopes	*43,500	*5.32	*1,000.50	*5.32

* Decrease.

The gross value of all the stamped envelopes and newspaper wrappers issued (not including letter-sheet envelopes) was \$11,814,998.88, and the postage value thereof was \$10,742,795.50, leaving \$1,072,203.38 to represent the cost of manufacture and expense of issue. The cost of manufacture at contract rates was \$907,391.53, after deducting \$65.71 for envelopes misprinted and otherwise rendered unavailable, leaving a surplus of \$164,811.85 subject to the expense of issue.

In addition to the foregoing supplies, there were issued 13,048,100 registered-package envelopes, 1,282,700 tag envelopes for registered packages, 2,249,000 envelopes for returning dead letters, 42,317,800 official envelopes for the use of postmasters and other postal officials, and 6,157 newspaper and periodical stub books. This was a decrease of 403,600, or 2.73 per cent, in registered-package and tag envelopes, and an increase of 5,058,600, or 12.8 per cent, in dead-letter and official envelopes, making an aggregate increase of 4,655,893, or 8.58 per cent, inclusive of stub books, as compared with the issues of the preceding year.

REQUISITIONS.

The number of requisitions from postmasters on which the several kinds of supplies mentioned in the foregoing statements were furnished is given in the following table, which also compares the requisitions of the present with the preceding year.

Character of requisition.	Requisitions filled during year ending June 30—		Increase or decrease.	
	1891.	1892.	Number.	Per cent.
For ordinary postage stamps	183,879	185,089	1,210	.65
For postage-due stamps	17,024	18,688	1,664	9.77
For newspaper and periodical stamps	11,232	11,046	*186	*1.65
For stamped envelopes, plain	97,391	95,773	*1,618	*1.66
For stamped envelopes, request	180,387	197,197	16,810	9.31
For postal cards	78,993	85,088	6,095	7.71
For letter-sheet envelopes	378	362	*16	*4.23
For registered-package envelopes	54,450	53,101	*1,349	*2.47
For tag envelopes	13,139	11,246	*1,945	*14.74
For official envelopes	32,170	36,138	3,968	12.33
For newspaper and periodical stub books	2,932	8,056	124	4.22
Total	672,027	696,784	24,757	3.68

* Decrease.

As shown by above table, the total number of requisitions filled during the year for the several kinds of stamped paper, was 593,243,

an increase over the number filled the preceding year of 23,959, or 4.2 per cent.

The number of parcels in which the above-described supplies were put up and mailed to postmasters during the year, as compared with business of the preceding year, is given in the following statement.

Articles.	No of parcels sent in—		Increase or decrease.	
	1891.	1892.	Number.	Per cent.
Ordinary postage stamps	189,823	192,655	2,833	1.49
Postage-due stamps	17,036	18,776	1,740	10.21
Newspaper and periodical stamps	11,232	11,201	*31	-.27
Stamped envelopes, plain	148,734	144,737	*1,997	*1.36
Stamped envelopes, request	140,259	153,091	12,832	9.14
Postal cards	97,114	118,593	21,479	22.11
Registered-package envelopes	56,247	54,611	*1,636	*2.9
Tag envelopes	13,261	11,314	*1,947	*14.67
Official envelopes	48,247	54,065	5,818	12.05
Newspaper and periodical stub books	2,932	8,066	124	4.22
Letter-sheet envelopes	385	368	*17	*4.41
Total	723,269	762,467	39,198	5.42

*Decrease.

REDEMPTION OF SPOILED STAMPS AND STAMPED ENVELOPES.

The number of cases in which postmasters returned damaged stamps and stamped envelopes spoiled by misdirection for credit during the year was 12,026. Credits were allowed in 11,313 of these cases, to the total amount of \$270,401.04. This is an increase in the number of cases received, as compared with the business of the preceding year, of 424, or 3.65 per cent, and an increase in the amount of credits allowed of \$51,057.01, or 23.27 per cent.

ENTRIES OF SECOND-CLASS MATTER.

The total number of cases involving the entry of periodical publications into the mails at the second-class rate of postage, decided during the year, was 5,980, of which 5,622 were admitted and 358 were rejected. This is a decrease in the number of cases acted upon as compared with the business of the preceding year of 590, or 8.97 per cent, and in the number of cases admitted of 534, or 8.67 per cent.

POSTAGE ON SECOND-CLASS MATTER.

The weight of second-class matter sent in the mails during the fiscal year (not including matter circulated free within the county of publication) was 222,642,392 pounds, and the amount of postage collected was \$2,226,423.92. This was an increase in weight of 25,700,300 pounds, and postage collected of \$257,003, or 13.05 per cent, as compared with the preceding year. Estimating as heretofore that 15 per cent of all second-class matter mailed is sent free of postage within the county of publication, the number of pounds of such matter may be placed at 39,289,834. Adding this to the number of pounds on which postage was paid, as above, makes the total weight of second-class matter mailed 261,932,226 pounds, or 130,966,226 tons.

The number of post-offices at which second-class matter was mailed was 8,361, an increase in number over the preceding year of 312, or 3.88 per cent.

Collections amounting to \$13,140.13 were made from publishers and news agents for matter improperly mailed at second-class rates of postage—an increase over the amount received from the same source during the preceding year of \$3,248.41, or 32.84 per cent.

In Table No. 13, accompanying this report, will be found a comparative statement of the postage collected on second-class matter at all first-class post-offices during the past and the preceding year.

In my report for the last fiscal year attention was called to the substitution of a new style of stub book for that previously in use for the collection of postage on second-class matter. The change consisted simply in adapting the manifold system to the stub and receipt book. The change has resulted most advantageously, the new style of book effecting a saving in clerical labor, and adding greatly to the security of the system for collecting postage on second-class matter.

SUB-AGENCIES FOR DISTRIBUTION OF POSTAL CARDS.

Owing to a very great pressure of business at the post-office at Chicago, and to a lack of room, due partly to the general growth of the postal service there, but mainly to requirements growing out of the World's Columbian Exposition, it has been found expedient to remove the sub-agency for the distribution of postal cards, established at Chicago in 1887, to the post-office at Cincinnati, where better facilities for handling and shipping the cards, all things considered, are to be had. The necessary arrangements to this end have nearly all been made, and it is expected that the new subagency will begin work on the 1st of February, 1893.

To make a still further improvement in the system of distributing postal cards, it is intended to establish also a sub-agency in Washington, to be in the post-office building, and to be under the charge of the postmaster, as is the case with the two other sub-agencies. This will involve no expense for rent, and the work of distribution will be done by the force of employes of the post-office. The object of the establishment of this additional sub-agency is to enable the Department to supply orders for cards from postmasters in the Southern States more expeditiously than is now done. It is likely that at least two days' increase of expedition in filling such orders will result from the arrangement. It will go into operation January 1, 1893.

INTRODUCTION OF REPLY POSTAL CARDS.

The Postal Union congress held at Vienna in July, 1891, renewed the authorization given by the Lisbon congress in 1885 for the exchange of reply postal cards between the different countries embraced within the postal union. No action was taken by this Government under the permission granted by the last-mentioned congress, and it seemed to be desirable that citizens of the United States should have the privileges conferred by the system, the same as citizens of other countries. As the postage on reply cards whenever sold goes to the country selling them—that is to say, as the country issuing double cards gets postage on both the original message and the reply—this country in all such cases seemed to be at some disadvantage. It was felt, therefore, to be expedient that the United States also should have the benefit of this return postage. Accordingly, steps were taken early in the present fiscal year to introduce international reply postal cards, and at the

same time it was thought proper to give our people the benefit of the domestic reply postal card authorized by act of Congress of March 3, 1879, which had not been put in operation. The charges fixed by law were, respectively, 4 cents for the international reply card and 2 cents for the domestic reply card, one-half of these amounts being for the portion of the card containing the message, and the other half for the portion intended for the reply. During the past few years many different forms and devices of reply cards had been submitted to the Department; but as the act of 1879 prohibited the payment of royalty or patent on reply cards, it was determined to adopt the folded card for a considerable time past in use among many of the foreign countries.

It was also decided to adopt, both for the international and the domestic cards, the maximum size of card authorized by the Postal Union congress, this size—that is to say, the size of one-half of the double card—being about one-quarter greater than the medium size of the single domestic postal card. The standard of paper adopted for the reply cards is the same in weight and quality as that in use for the medium size of domestic cards. The weight of the double cards is $13\frac{1}{2}$ pounds per thousand, or $6\frac{5}{8}$ pounds per thousand for each of the two parts, as against $5\frac{5}{16}$ pounds for the single card of the medium size.

The existing contract for postal cards is for four years, beginning October 1, 1889; and it was necessary to make special provision for furnishing the new cards for the remainder of the contract term, to September 30, 1893, or, say for about one year. Proposals for supplying the reply cards were therefore informally invited from the present and two previous contractors for furnishing postal cards, who were supposed to possess the necessary facilities for doing the work. The lowest proposal under this invitation was $95\frac{1}{2}$ cents per thousand, and it was from the existing contractor for manufacturing postal cards. Subsequently, on June 9, 1892, proposals were formally invited, by public advertisement, from parties desiring to compete, in response to which two bids were received, the lowest being for \$1.14 $\frac{1}{2}$ cents per thousand. The price offered under the prior call appearing to be the most advantageous, besides being a very reasonable one under all the requirements of the case, it was determined to give the contract at this price to the existing contractor, in accordance with his bid. There was, moreover, a special advantage in having all the cards issued by the Department manufactured at the same place, and by the same parties. The contract was in due season formally entered into.

Pending the preparations for the manufacture of the cards, designs for printing the cards were prepared and submitted by the Bureau of Engraving and Printing. The designs selected bore the the head of General Grant in profile, similar to that on the ordinary cards, with appropriate legends to indicate the value, character, and purpose of the cards. The working plates from the selected designs were manufactured by the Bureau of Engraving and Printing. There was an unexpected delay in the preparations for issuing the international card, and none of these cards have yet been issued, though it is expected that they will be in a very short time. The domestic reply cards are, however, now in use, having been put on sale in the post-offices on the 25th of October. The first order from the Department, sent to its agent at the manufactory on the 17th of October, called for 3,700,000 cards. The order embraced all the first-class offices, 124 in number, in quantities varying from 20,000 to 200,000. This order was closely followed by

another to supply the second-class offices, and all the post-offices are now being supplied as fast as the cards are called for, the total number of cards furnished on orders issued to this date (November 20) being 6,959,000. In a number of cases the offices supplied have called for additional quantities, and there is every indication that the cards are received with great popular favor. The number to be required annually is estimated at 20,000,000.

The object of the double cards is to enable the original sender of an open or card communication, using the first or message part, to furnish his correspondent a paid card for answer—the two parts being connected when mailed by the sender, but separated and the reply only used when the answer is returned. The cards are issued and sold in an unfolded condition only, and the message on them may be either written or printed.

The following is a description of both kinds of the double cards:

DOMESTIC REPLY CARDS.

MESSAGE PART.

In the upper right-hand corner, constituting the denominational stamp, is a portrait of General Grant in citizen's dress, three-quarters face, looking to the left, in a horizontally lined oval frame, with a fine line around the inner and outer edges thereof—a white five-pointed star in a small black circle being on either side of the frame, which bears above, the words "Message Card," and below the words "One Cent," in white slightly shaded capitals. To the left of the stamp, in prominent black letters with outline shading—the letters being arranged in a straight line—are the words "Postal Card with Paid Reply," below which, in shaded German letters, are the words "United States of America," and underneath this, in very small single-line capitals, the words "This side is for address only." In these latter characters, in the lower left-hand corner of the card, is this direction: "Detach annexed card for answer." Around the whole card is an ornate linked border, with heavy corner-pieces.

REPLY PART.

This is precisely the same as the message part, except that the upper portion of the frame around the portrait bears the words "Reply Card," while to the left of the stamp the words "Reply Postal Card," in heavy black letters, are substituted for the words on the message part. The direction, too, in the lower left-hand corner is omitted.

The color of the paper of which the cards are made is light manilla; the ink of the imprint is black. The size of each of the two parts composing the card is $3\frac{1}{2}$ by $5\frac{1}{2}$ inches.

INTERNATIONAL REPLY CARDS.

MESSAGE PART.

In the upper right-hand corner is the postage stamp, consisting of a horizontally lined oval frame, with a fine line on the inner and outer edges, the words "Message Card" and "Two Cents," in white capitals with black shading, being respectively above and below, while between

the two, on either side of the frame, is a white rosette in a small circle set into an oblong tablet with lopped corners. Within the frame, looking to the left, is a head of Liberty, with coronet, such as is stamped on the United States \$20 gold piece. To the left of the stamp, in black unshaded capitals, arranged in a curve, are the words "Universal Postal Union," with equivalent words in French in smaller letters underneath. Below this, in a straight line, in ornamental prominent black capitals, are the words "United States of America," with the French equivalent beneath in smaller letters, while below this, again, in small single-line capitals, are these words: "Write only the address on this side." In these latter characters, in the lower left-hand corner of the card, is the direction, "Detach annexed card for answer." Around the whole is a border exactly like that in the domestic reply card, except that nearly the whole upper portion of it is taken up with a tablet surrounded with a single line, wherein, upon a black ground, are these words in white capitals: "Postal Card with Paid Reply," after which is a very small star, and the words in small letters "Carte Postale avec Reponse Payee."

REPLY PART.

This is precisely the same as the message part, except that the words "Reply Card" are substituted for "Message Card" in the frame of the stamp, while the following words are put in the tablet along the top border of the card: "Reply Postal Card" and "Carte Postale Reponse." The direction also in the lower left-hand corner is omitted.

The paper on which these cards are to be printed is of the same quality as that used for the domestic reply cards, but is of a pearl-gray color. The imprint is in dark-blue ink. The size of each of the two parts making up the card is 9 by 14 centimeters, or 3½ by 5½ inches.

COLUMBIAN SERIES OF ADHESIVE POSTAGE STAMPS.

During the past summer the determination was reached by the Department to issue, during the progress of the Columbian Exposition at Chicago, a special series of adhesive postage stamps of such a character as would help to signalize the four hundredth anniversary of the discovery of America by Columbus. This course was in accordance with the practice of other great postal administrations on occasions of national rejoicing, and it was consistent with the idea of a display at the Exposition of such articles as would illustrate the history, progress, and administrative functions of the Post-Office Department, which Congress by statute has directed to be made as a part of a general governmental exhibit. The same idea had been carried out in a limited way during the Centennial Exposition at Philadelphia in 1876, by the issue, concurrently with that event, of a special design of stamped envelopes appropriate to the celebration. The measure was not only calculated to prove a popular one, but to be the means, through the sale of the stamps to the collectors, and by specially stimulating the use of stamps by the public, of adding largely to the revenue of the Department.

The collecting of stamps is deserving of encouragement, for it tends to the cultivation of artistic tastes and the study of history and geography, especially upon the part of the young, by the examination and comparison of stamps of different nations of the world, and to a more accurate knowledge of their postal systems. The new stamps will be

purchased in large quantities simply for the use of collections, without ever being presented in payment of postage; and the stamps sold in this way will, of course, prove a clear gain to the Department.

The benefits to accrue to the Exposition from the issue of such a series of stamps by constantly drawing to it public attention, both at home and abroad, are too patent to need elaboration.

The necessary arrangements for manufacturing the new stamps were made with the present contractors for furnishing all the other stamps in use. The work was begun late in September last, and it has progressed with such rapidity that a supply of upwards of 100,000,000 of the leading denominations has already been accumulated. It is expected that the full series will be completed in time to place the stamps on sale on Monday the 2d January, the period fixed for their issue being the whole of the calendar year 1893, and the estimated quantity to be required during that time being 3,000,000,000. The new stamps are, however, not intended to displace the current series of stamps, but will be in addition thereto; so that anyone needing postage stamps will be able to procure either or both kinds, as he may prefer.

The principal feature of the Columbian stamps, with two exceptions, is the delineation of some scene in the life of Columbus associated with the discovery of America, one of the exceptions being a stamp bearing a profile portrait of Columbus similar to that on the souvenir 50-cent coin issued by the Treasury Department, and the other a stamp bearing portraits of Queen Isabella and Columbus in three-quarters face. There is a general resemblance in the two portraits of Columbus, both being taken from the same original picture. To properly illustrate the subjects selected it was found necessary to adopt a larger size than that in present use, the new stamp being of the same height and of nearly double the length of the regular stamp, the engraved space measuring seven-eighths of an inch by $1\frac{1}{4}$ inches.

The denominations are the same as those in the present series, except that the 50-cent stamp is substituted for the 90-cent, and additions are made of 1, 2, 3, 4, and 5 dollars, such high denominations having been heretofore called for by some of the principal post-offices. The subjects on some of the stamps—1-cent, 2-cent, 5-cent, 6-cent, 50-cent, and 2-dollar stamps—are copied from the works of American artists.

DESCRIPTION OF COLUMBIAN ADHESIVE POSTAGE STAMPS.

The following is a technical description of the Columbian series of adhesive postage stamps:

1-cent.—"Columbus in Sight of Land," after the painting by William H. Powell. This reproduction is inclosed in a circle. On the left of it is represented an Indian woman with her child, and on the right an Indian with head-dress of feathers—each figure in a sitting posture. Color, Antwerp blue.

2-cent.—"Landing of Columbus," after the painting by Vanderlyn in the rotunda of the Capitol at Washington. Color, purple maroon.

3-cent.—"Flagship of Columbus," the *Santa Maria*, in mid-ocean, from a Spanish engraving. Color, medium shade of green.

4-cent.—"Fleet of Columbus"—the three caravels, *Santa Maria*, *Nina*, and *Pinta*—in mid-ocean, from a Spanish engraving published in *La Revista de la Marina*. Color, ultramarine blue.

5-cent.—"Columbus soliciting Aid of Isabella," after the painting by Brozik in the Metropolitan Museum of Art in New York City. Color, chocolate-brown.

6-cent.—"Columbus welcomed at Barcelona," scene from one of the panels of the bronze doors by Randolph Rogers in the Capitol at Washington. On each side of the scene represented is a niche, in one of which is a statue of Ferdinand, and in the other a statue of Balboa. Color, royal purple.

10-cent.—"Columbus presenting Natives," after the painting by Luigi Gregori at the University of Notre Dame, South Bend, Ind. Color, Vandyke-brown.

15-cent.—"Columbus announcing his Discovery," after the painting by R. Baloca, now in Madrid. Color, dark green.

30-cent.—"Columbus at La Rabida," after the painting by R. Maso in Madrid. Color, sienna-brown.

50-cent.—"Recall of Columbus," after the painting by A. G. Heaton, now in the Capitol at Washington. Color, carbon blue.

1-dollar.—"Isabella pledging her Jewels," after the painting by Munoz Degrain, now in one of the legislative chambers at Madrid. Color, rose-salmon.

2-dollar.—"Columbus in Chains," after the painting by Leutze, now in Providence, R. I. Color, toned mineral red.

3-dollar.—"Columbus describing Third Voyage," after the painting by Francisco Jover. Color, light yellow-green.

4-dollar.—Portraits in circles, separated by an ornate device, of Isabella and Columbus—the portrait of Isabella after the well-known painting by Antonio del Rincon in the Royal Palace at Madrid, and that of Columbus after the Lotto painting. Color, carmine.

5-dollar.—Profile of Head of Columbus, after a cast provided by the Treasury Department for the souvenir 50-cent silver piece authorized by act of Congress. The profile is in a circle, on the right of which is the figure of America, represented by a female Indian with a crown of feathers, and on the left a figure of Liberty, both figures being in a sitting posture. Color, black.

The original model of these stamps was devised by this office, and the work throughout, from the approval of the finished designs to the preparation of the engravings, the selection of colors, and the printing of the stamps, has been given close personal supervision. It is gratifying to add that the work is all finely executed, and that the stamps are unquestionably superior to anything of the kind that has ever come under the observation of the Department.

The illustrations on the stamps were selected after a careful and exhaustive examination of a great number of pictures and other works of art that had been specially collected for the purpose, and the appropriateness of these selections—undoubtedly the best that could have been made, both on account of their artistic merit and their historical accuracy—has been sanctioned by the judgment of several competent authorities to whom they were submitted for inspection.

In connection with the selection of these subjects, special acknowledgments are due to Hon. E. O. Leech, Director of the Mint, for a plaster cast of the head of Columbus, used on the souvenir coin; also to Hon. W. E. Curtis, in charge of the Latin-American department of the World's Columbian Exposition, who placed at the disposal of the Department his large and interesting collection of engravings and other pictures which had been gathered for his own official use.

COLUMBIAN SERIES OF STAMPED ENVELOPES.

Following the arrangements made for the introduction of the series of Columbian adhesive postage stamps, and for the same reason, it was also determined to cause the issue of a special series of Columbian embossed stamped envelopes. Preparations for this work are now in progress, and it is expected that the envelopes will be ready for issue by the 1st of January, 1892, or soon thereafter.

The series will comprise eight different sizes, three of them being new sizes and five of them corresponding to sizes in the regular series. The paper will be of the same grade, weight, and material as that used in the best quality of stamped envelopes in the regular series. It will, however, be of a light cream tint, and be specially watermarked.

The denominations are 1, 2, 5, and 10 cents. The general design of the stamps on the Columbian envelopes is the same for all the denominations, the letters of value of course being appropriately varied. This design consists of an embossed circular stamp considerably larger than the stamps on the current series of envelopes, and bears, as the principal features, portraits of Columbus and Liberty above the figure of an eagle with outstretched wings, and surmounted by a shield similar to that used in the arms of the United States.

The colors of the stamps correspond to those of the same denominations in the series of Columbian adhesive postage stamps hereinbefore described. As in the case of the Columbian adhesive postage stamps, the Columbian envelopes will be issued concurrently with those of the regular series.

POSTAL DISPLAY AT THE COLUMBIAN EXPOSITION.

The act of Congress of April 25, 1890, creating the World's Columbian Exposition, provides "that there shall be exhibited at said exposition, by the Government of the United States, from its Executive Departments, the Smithsonian Institution, the U. S. Fish Commission, and the National Museum, such articles and materials as illustrate the function and administrative faculty of the Government in time of peace and its resources as a war power, tending to demonstrate the nature of our institutions and their adaptation to the wants of the people"; * * * and that, to secure a complete and harmonious arrangement of such a Government exhibit, a board shall be created to be charged with the selection, preparation, arrangement, and safekeeping of the articles to be exhibited; * * * such board to be composed of one person to be named by the head of each Executive Department, and one by the directors of the Smithsonian Institution and National Museum, and one by the Fish Commission, such selection to be approved by the President of the United States.

The board was appointed by an order of the President dated August 19, 1890, and the duty of representing the Post-Office Department on the board was assigned to me.

The act of Congress referred to also authorized the erection, under the direction of the Secretary of the Treasury, of a suitable building for the purposes of the Government exhibit, at a cost not to exceed \$400,000. This building is near its completion, and the total floor space allotted to the Post-Office Department was 15,082 square feet, consisting of 12,222 feet of ground floor and 2,860 feet of gallery space, inclusive of the necessary aisles. This space is located in the south-

west corner of the building, and is admirably adapted to the needs of the postal exhibit. The work of preparing the postal display has been under way for some time past, and no reason is now seen why the exhibits should not be ready and in place by the time the Exposition regularly opens in May next. It is intended that the exhibits shall be unusually full and varied in character, to illustrate not only the present but the past conditions of the postal service of this country. Among the articles worthy especial mention will be collections of postage stamps, stamped envelopes, and postal cards, of present and past issues; uniformed models of letter-carriers, special-delivery messengers, and post-riders; models or originals of mail coaches, wagons, postal cars, steamboats, steamships, and other articles entering into the transportation service; models of post-office buildings; postmarking and cancelling instruments and machines; mail bags and mail locks; post-route maps, photographs, historical documents, and statistical information; and a great variety of articles from the Dead-Letter Office museum, showing the character of matter committed to the mails.

To add to the interest of the postal display, a circular letter was addressed by the Postmaster-General in July last, and transmitted through the State Department to all the governments included in the Universal Postal Union, inviting loans or contributions of articles tending to illustrate the postal service of their respective countries. Responses to this invitation have been received from a large number of the governments addressed, in most instances promising a compliance with the invitation by furnishing such articles as they may think appropriate to the occasion. In but few cases have requests been made for the return of any of the articles to be sent. Aside from the attraction which a foreign display will prove to visitors, it will afford the opportunity of examining and contrasting the methods employed by the different postal administrations, and thereby serve either to confirm the value of existing conditions, or suggest improvements that will greatly benefit not only this country, but the world at large.

The postal museum will be drawn upon to add to the postal display. Some articles of a costly and interesting character pertaining to the postal service of this country have been contributed by private parties, and these articles, together with many others that will be collected or acquired by purchase for the purposes of the exhibit, as well as the special donations by foreign postal administrations, will make a highly valuable contribution to the postal museum at the close of the Exposition.

But undoubtedly the most interesting as well as a highly utilitarian feature of the postal exhibit, will be

THE WORLD'S FAIR POST-OFFICE.

It need scarcely be said that among the obligations of the Department, in connection with the Exposition, will be to supply suitable mail facilities, and the discharge of this obligation will afford the opportunity to illustrate, in a practical way, the workings of an improved modern postal system and, at the same time, to confer substantial benefits upon millions of persons.

Under the circumstances of the case the service to be rendered should not only be equal or superior to that performed by the best post-offices, but it should, as far as may be practicable, be ideal in character. As the postal service is the most highly appreciated among all the in-

struments of government, so a model post-office, whose workings should be open to the inspection of the public, would be sure to prove among the most attractive of the Government exhibits. Accordingly, it was determined to establish a station of the Chicago post-office on the space assigned to the Post-Office Department in the Government building, constituting it a postal exhibit, and not only to invest this office with attractive appointments but to furnish it with all the means needed to accommodate the public in the collection and distribution of mail matter, the sale of postage stamps, stamped envelopes, and postal cards, the issue and payment of money orders, the registration of mail matter, and all other work incident to a first-class post-office.

The station will be located in the southwest corner of the departmental space, and will cover an area of about 4,300 feet, being 43 feet in width and 100 feet in length, excluding the public lobby, which is furnished by the aisle between the Post-Office and the Treasury Department exhibits. In the rear and side are large windows affording ample light and ventilation; also in the side, three doors to provide for the entry and exit of mail matter and of postal employes. Immediately connected with the post-office will be a full-sized postal car specially constructed as an exhibit, and loaned by the manufacturer free of cost to the Government. In this car will be exhibited the separation and distribution of mail matter by postal clerks, relieving to some extent the work of the mailing branch of the post-office, thus rendering actual service, while at the same time illustrating the methods of the postal-car system. The side of the car facing the exhibits is left open, so that the work performed will be under public inspection. To save time, incoming mail matter will be assorted in the postal cars on the trains, and put in pouches for delivery to the World's Fair post-office direct from the nearest railroad stations; and, in like manner, the outgoing mails will be pouched direct to the railroad trains, without going through the Chicago post-office.

Special authority to establish a station in the Government building, as a branch of the Chicago post-office, was granted in accordance with a recommendation by the Department, by section 4 of the Post-Office appropriation act for the present fiscal year, and an appropriation was made of \$40,000 for clerks, letter-carriers, and incidental expenses necessary to maintain the same; and a further appropriation of \$23,000 was made for transportation of mails by railroad and mail messenger service to supply the station. It is believed that these amounts will be ample to maintain a first-class working service, contemplating at least an hourly collection and delivery of mail matter on the ground. The appropriation act provides that the World's Fair post-office shall begin not earlier than January 1, 1893; and it is intended to put the service into operation there within a short time after that date; though it is not to be expected that a large quantity of business will be transacted prior to the formal opening of the exposition on the 1st of May. The service will be under the immediate control of the postmaster at Chicago, subject to the general supervision of the representative of the Post-Office Department on the Government board. Past experience will be greatly at fault if the service to be rendered is not appreciated to the highest degree by exhibitors, visitors, and others receiving its benefits.

NEW CONTRACT FOR OFFICIAL, REGISTERED-PACKAGE, AND TAG ENVELOPES.

The contract for official and registered-package envelopes is for one year, beginning on the 1st of July. Proposals for the contract for the current year were invited by public advertisement dated April 9, 1892. The time fixed by the advertisement for the receipt of proposals was up to 12 m. on the 11th day of May, 1892, at which time the following proposals had been submitted, the amount thereof being based upon the actual quantities used during the year ending March 31, 1892, namely:

(1) The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn	\$92,378.73
(2) The Whitcomb Envelope Company, of Worcester, Mass.....	93,728.27
(3) The Holyoke Envelope Company, of Holyoke, Mass.....	98,071.42
(4) Geo. F. Nesbitt & Co., of New York.....	102,864.06

The bid of the Plimpton Manufacturing Company and Morgan Envelope Company was \$10,485.33, or 10.19 per cent, lower than that of Geo. F. Nesbitt & Co.; \$5,692.69, or 5.8 per cent, lower than that of the Holyoke Envelope Company; and \$1,349.54, or 1.44 per cent, lower than that of the Whitcomb Envelope Company, the next lowest bidder. The amount of the lowest bid was \$9,631.57, or 9.44 per cent, less than the cost of like kinds and quantities of envelopes at the average contract prices for the seven years ending June 30, 1892, during which time the present standards of envelopes have been in use.

The contract was duly awarded to the Plimpton Manufacturing Company and Morgan Envelope Company, and a copy of the same will be found among the papers appended to this report.

REDUCTION IN COST OF SUPPLIES.

In my report for the last fiscal year attention was called to the reduction which had been made in the cost of procuring postage stamps, stamped envelopes, and postal cards during a number of years past. The article upon this subject will be of interest at the present time, and it is copied herewith, as follows:

In my report for the last fiscal year attention was directed to new contracts then recently made for supplying adhesive postage stamps, postal cards, and stamped envelopes, these contracts being for a period of four years. It was shown that, as compared to the previous contracts, there was a reduction of 26.6 per cent in the cost of postal cards, and of 10.3 per cent in the cost of stamped envelopes. For adhesive postage stamps there was a small increase of cost.

For the present fiscal year the net reduction of cost by the new contracts, as compared to those in force on June 30, 1889, will amount, upon the estimated quantities of the articles to be required, to the following, namely:

ANNUAL SAVING BY NEW CONTRACTS.

1. Postal cards	\$69,120
2. Stamped envelopes	109,292
3. Official, registered-package, and tag envelopes	28,734
Total	207,146
Less increase in cost of adhesive postage stamps.....	12,537

Leaves total net saving for fiscal year of..... 194,609

This total net saving of \$194,609 is equal to 11.97 per cent of the cost of like kinds and quantities at the prices in the contracts in force on June 30, 1889. The beneficial effects of the new contracts appeared in the exhibits of expenditure for the past two fiscal years, and they will continue during the four-year term of the principal contracts.

For the last fiscal year alone the increase of expenditure for postage stamps, stamped

envelopes, postal cards, and official and registered-package envelopes, as shown in a previous portion of this report, was only \$7,063.15, or *one-half of one per cent*, as against an increase of *eight per cent* in the quantities procured.

The increase in the total expenditures of this office for the year ending June 30, 1891, over the expenditures for the year ending June 30, 1889, was \$108,237.81, or 8.92 per cent, while the increase in the number of postage stamps, stamped envelopes, postal cards, official and registered-package envelopes procured during the intervening two years was 586,497,902, or 20.44 per cent. The new stamped-envelope contract, it will be remembered, was in effect only nine months of the last fiscal year, it having commenced on October 1, 1890.

The annual rate of reduction in the cost of all the supplies is, however, very nearly 12 per cent, as shown above.

SAVINGS BY PREVIOUS CONTRACTS.

The great reductions in the cost of procuring supplies of postage stamps, stamped envelopes, postal cards, and official envelopes, effected during the past fourteen years will appear in the following statement:

ADHESIVE POSTAGE STAMPS.

Prices paid per thousand for adhesive postage stamps under the various contracts since 1877.

Kinds.	Contracts ending June 30—				
	*1877.	† 1881.	1885.	1889.	1893.
	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>	<i>Cents.</i>
1. Ordinary adhesive postage stamps.....	14. 98	9. 98	9. 19	6. 99	7. 47
2. Newspaper and periodical stamps.....	100. 00	15. 98	9. 19	18. 00	18. 00
3. Postage-due stamps.....		9. 98	9. 19	8. 49	8. 49
4. Special-delivery stamps.....				18. 00	18. 00

* Ended April 30.

† Ended April 30, and extended to June 30.

STAMPED ENVELOPES.

In the following will appear the prices per thousand for stamped envelopes and newspaper wrappers of the sizes and kinds in use in 1877, and since then:

Prices paid per thousand for stamped envelopes and newspaper wrappers under the various contracts since 1877, of the sizes then and now in use.

Size.	Quality.	Contract of—				
		1874.	1878.	1882.	1886.	1890.
No. 1: Small note.....	First.....	\$2. 10	\$1. 60	\$1. 50	\$1. 30	\$1. 13
No. 3: Full letter.....	First.....	2. 47	2. 05	1. 89	1. 59	1. 40
Do.....	Second.....	2. 37	1. 85	1. 70	1. 20	1. 02
Do.....	Third.....	2. 00	1. 75	1. 55	. 98	. 90
No. 4: For circulars.....		1. 60	1. 30	1. 17	. 82	. 75
No. 5: Extra letter.....	First.....	2. 90	2. 45	2. 35	1. 89	1. 70
Do.....	Second.....	2. 80	2. 20	2. 00	1. 50	1. 36
Do.....	Third.....	2. 30	2. 10	1. 78	1. 17	1. 14
No. 6: Extra letter for circular.....		1. 90	1. 50	1. 38	1. 09	1. 09
No. 7: Official.....	First.....	4. 50	3. 80	3. 52	2. 80	2. 50
Do.....	Second.....	4. 30	3. 40	3. 20	2. 50	2. 30
No. 8: Extra official.....	First.....	5. 00	4. 00	3. 90	3. 30	2. 90
No. 12: Newspaper wrappers.....		1. 20	1. 10	. 99	. 88	. 70
Average price per thousand.....		2. 72	2. 23	2. 07.	1. 63	1. 45

POSTAL CARDS.

The prices appearing in the several contracts for postal cards of the size now and heretofore in use since the introduction of these articles in 1873 are as follows:

Contract from—	Per thousand.
1873 to 1877	\$1.39½
1877 to 1881 .....	.6956
1881 to 1885 .....	.5443
1885 to 1889 .....	.4771
1889 to 1893 .....	.35

The following statement will show the prices paid during certain specified years since 1877 for the principal kinds of official envelopes, viz:

Prices per thousand paid under specified annual contracts for the principal sizes and kinds of official and registered-package envelopes.

Size of envelopes.	Contracts, year ending June 30—							
	1877.	1878.	1884.	*1885.	†1885.	1886.	1888.	1892.
Letter sizes, 3½ by 5½ inches.....	\$1.47	\$1.20	\$1.40	\$1.07	\$1.82	\$0.745	\$0.78	\$0.54
Extra letter, 3½ by 6½ inches.....	1.77	1.55	1.86	1.18	1.95	.80	.96	.70
Official size, 3½ by 8½ inches.....	2.47	2.30	2.72	2.00	3.05	1.105	1.23	.85
Dead letters, 3½ by 6½ inches.....	1.49	1.34	1.87	1.35	2.48	.80	.96	.70
Registered package, 5 by 10½ inches.....	6.92	5.00	4.90	3.80	4.80	3.72	4.13	3.53

* Contract of June, 1884—annulled.

† Contract of September, 1884.

The increase in the estimated quantities of postage stamps, stamped envelopes, postal cards, and official and registered package envelopes to be called for during the year as compared with the issues for the year ending June 30, 1877, will appear in the following statement:

Description.	Number issued year ending June 30, 1877.	Estimated number to be issued year ending June 30, 1892.	Increase.	
			In number.	Per cent.
Adhesive postage stamps	*704,836,524	2,061,060,350	1,956,223,826	277.54
Stamped envelopes and newspaper wrappers	170,651,450	612,748,125	442,096,675	259.06
Postal cards	170,015,500	466,638,425	296,622,925	174.47
Official and registered-package envelopes ..	†28,152,400	60,936,531	32,784,131	116.45
Total	1,073,655,874	3,801,383,431	2,727,727,557	254.06

* Including official stamps.

† Including official stamped envelopes used by the large post-offices, and paid for out of the contract for stamped envelopes and newspaper wrappers.

The total estimated cost of the postage stamps, stamped envelopes, postal cards, and official and registered package envelopes to be required during the present year (as shown by the estimates of appropriations recently submitted) is \$1,430,250. The cost of the corresponding kinds and qualities of the articles at the prices of the contracts in force in 1877 would amount to \$2,912,336, being \$1,482,086, or 103.62 per cent, more than the cost at present contract prices. To state it differently: *One dollar* under the present contracts will go as far as *two dollars and four cents* under the contracts in force in 1877.

The total amount expended during the year ending June 30, 1877, for adhesive postage stamps, stamped envelopes, postal cards, and official and registered package envelopes (including official stamped envelopes) was \$817,382.27, and this amount is equal to 2.53 per cent of the total expenditures of the postal service for that year. For the present fiscal year the estimated amount of expenditures for postage stamps, stamped envelopes, postal cards, and official and registered package envelopes, as already stated, is \$1,430,250, and this amount is only 1.84 per cent of the total appropriation for the postal service during the year. In other words, while, since 1877, there has been an increase of only \$612,867.73, or 74.98 per cent, in expenditures for

postage stamps, stamped envelopes, postal cards, and official and registered package envelopes (including official stamped envelopes), the increase of expenditure in the other items of the postal service has been at the rate of 139.57 per cent, amounting to \$43,971,851.

While these results were rendered possible by reductions in the cost of material, and by improved methods of manufacture, it may fairly be claimed that no reasonable and proper effort has been spared to secure to the Government the full benefits of the lower markets. It is proper to say, also, that the quality of the articles now being furnished has never been surpassed.

DIVISION OF REGISTRATION.

The classification and number of pieces of mail matter registered during the fiscal year ending June 30, 1892, are as follows: Domestic letters, 10,397,987; domestic parcels, 1,214,045; foreign letters, 861,593; foreign parcels, 70,385; and free, both letters and parcels, 2,716,084; or a total of 15,260,094.

As compared with the previous fiscal year, there was an increase of 66,066, or 0.63 per cent, in domestic letters; of 36,720, or 3.12 per cent, in domestic parcels; of 44,554, or 5.4 per cent, in foreign letters; of 7,603, or 12.11 per cent, in foreign parcels; and of 57,549, or 2.16 per cent, in free matter; making a total increase of 212,492 pieces, or 1.41 per cent, in the registration of all classes of matter.

The registration fees collected during the year amounted to \$1,254,401, an increase of \$15,494.30, or 1.25 per cent, over those collected during the previous year.

Statistics of the registry business will be found in greater detail in tables numbered 14, 15, and 16, hereto appended.

LOSSES.

The chief post-office inspector reports that during the year his office received 6,029 complaints touching registered matter that originated in this country and was addressed to offices therein.

Of this number 3,802 were fully investigated, leaving 2,227 outstanding at the close of the year. Of the 3,802 cases investigated, it was found that there was no loss in 2,495 cases, leaving the ascertained losses at 1,307, which are classified as follows:

Losses chargeable to burning of post-offices and postal cars, wrecks of postal cars and steamboats, and minor unavoidable accidents.....	518
Losses chargeable to depredations of postal officials.....	205
Losses by postal employes from other causes than theft.....	299
Losses resulting from robbery, etc., by outside parties.....	242
Losses the responsibility for which could not be fixed.....	43

Of the foregoing, recoveries were made and the values of the lost articles were restored as follows:

Through the office of the chief post-office inspector	624
Through the Dead-Letter Office	217
From outside parties and direct to losers	56

Making a total of 897

Deducting these 897 cases from the 1,307 cases of ascertained loss, leaves but 410 cases of ascertained actual loss, or 1 in every 34,946 pieces registered. Assuming that the percentage of losses will be the same in the cases yet outstanding as in those already investigated, the

number of final actual losses will reach 647, or 1 in every 22,145 pieces registered and addressed to domestic destinations. Owing to the fact that the number of complaints and losses connected with matter registered in this country and addressed to foreign destinations is not segregated in the records of the chief post-office inspector, it is impossible to give the statistics relating to that class of matter; but the percentage of losses is known to be quite as small as that of matter addressed to domestic destinations.

The reduction in the percentage of losses in the registered mails during the past fiscal year indicates a marked improvement in the service, especially when it is noted that of the 1,307 cases of ascertained loss reported, 518 were losses due to the burning of post-offices, wrecks of postal cars, and accidents, for which the service is in no way responsible. It will also be noticed that there was a large reduction in the number of losses by the depredation of postal officials, as well as by robberies committed by outside parties, which speaks well not only for the integrity of the officials engaged in this branch of the service, but also for their increased care and watchfulness. While the number of ascertained losses reported has greatly decreased, it will be noticed with satisfaction that there was also a much larger number of recoveries during the past year than in the previous year, and a reduction by nearly 50 per cent in the number of losses the responsibility for which could not be fixed, which indicates increased activity and efficiency in the inspector's force detailed to the investigation of losses.

THROUGH-REGISTERED-POUCH, INNER-SACK, AND BRASS-LOCK EXCHANGES.

The registered-pouch, inner-sack, and brass-lock systems, all of them important and indispensable factors in the registry service, are still in successful operation. The following table shows the number of each of these exchanges at the close of the fiscal year:

Registered-pouch exchanges	435
Inner-registered-sack exchanges	472
Brass-lock exchanges	221

Total number of all exchanges in operation..... 1, 128

The utility of these exchanges was fully explained in the report of this Office for the year ending June 30, 1891, so that nothing further need be said upon that subject. It appears to be necessary, however, to repeat what was said in that report in regard to the delays which are sometimes charged to the registry service by some of its patrons who fail to understand its real object. The registry service aims to safely transmit the articles committed to its care from the person who mails them to the person to whom they are addressed; and, while such articles are transmitted as speedily as due regard for their safety will permit, it is not pretended that they are transmitted with the same celerity as ordinary mail matter. In every case, where the safety of an article will be increased by so doing, celerity in its transmission is and should be sacrificed; yet withal there is very little difference between the time required for the transmission of ordinary mail matter and that required for the transmission of registered matter.

Then, again, ordinary matter is ready for delivery as soon as it reaches its destination, while registered matter must be recorded and

especially prepared; and ordinary matter may be at once placed in the addressee's post-office box, or be delivered to a responsible member of the family, or agent, except in certain cases, while registered matter may only be delivered to the person to whom it is addressed, or upon the written order of that person, duly verified and filed in the delivering post-office. These and like differences in treatment often cause delays and form the basis of the large majority of complaints received.

Attention is called to the invaluable service rendered by the registry service to the Treasury and Post-Office Departments, respectively, as shown in the statement showing the number and value of registered letters and parcels transmitted for those Departments during the year. (See Table No. 16.) Although nearly 1,400,000 pieces were registered and handled in the service, having a value of \$1,300,000,000, the service receives no recognition whatever for this great work so far as its receipts in money are concerned. It is obvious that the same service, if rendered by express companies, would cost the Government many thousands of dollars; and yet it is performed by the registry service without postage or registry fee. Were public patronage not considered at all, this immense work performed for the Government (and it must be remembered that this statement covers only the work done for two of the executive departments), would be convincing evidence of the utility of the registry service.

POSTAL CLERKS' REGISTRY BOOKS.

The work of remodeling the standard forms of the registry system has been continued, and the book used by all postal clerks for recording and obtaining receipts for registered matter has been changed to correspond with new features of the registry system, and to make it more convenient for postal clerks who have to write in the books when trains are in motion.

Without increasing the size of the book, much-needed additional space has been given for the names of post-offices. Instead of four columns for different classes of registered matter, two wider columns are used, and yet the four classes are described and space is also afforded for a complete record of rotary locks on registered pouches passing through the hands of postal clerks. The page of instructions on the cover of book has been changed to eliminate obsolete features and provide for later changes in methods. Twenty-five thousand of these books are annually used, and the superiority of the new form is sure to be appreciated.

POST-OFFICE TRANSIT BOOK AND POST-OFFICE DELIVERY BOOK.

The above-described new standard forms, which were alluded to in my last report, are designed for Presidential post-offices only. The books have been issued in large numbers during the year, and their great adaptation to the postal service has made them very popular. The books are of smaller superficial dimensions, interpret the Postal Regulations more fully than the old forms, and are instrumental in preventing many irregularities. It is in contemplation to extend the advantages of the improved forms to the smaller, cheaper-bound books which are used in post-offices of the fourth class.

NEW MANIFOLD REGISTRATION BOOK.

Manifold writing with lead pencil through carbon paper saves to post-office clerks one-half of the labor of receipting at registration windows, and saves to the public one-half of the time required for obtaining registration receipts. Large post-offices having business warranting a special system and books for describing the make-up of registered package envelopes have been provided with manifold books for registration, but the expense of heavy binding and of the round-hole perforation has proved to be so great that such books could not be issued to post-offices registering less than 15,000 pieces per annum.

A cheaper manifold book has now been designed with 750 receipts in each book, the book to be wire-stitched, to have paper covers, broken-rule perforations, and needing no auxiliary books for recording the disposition of registered pieces.

These books, as experimentally tested, have given great satisfaction, and their cost is so moderate that they can be afforded to post-offices registering 5,000 to 15,000 pieces per annum.

TISSUE RECEIPT SYSTEM FOR DELIVERY OF REGISTERED LETTERS BY CARRIERS.

The manifold system applied to the delivery of registered matter by carriers was described in detail in my last report. It permits of the disuse of the carriers' delivery book and hastens deliveries. The system, however, requires careful personal instruction for its introduction. Considerable progress has been made in extending its benefits, and it is now apparent that even at post-offices which are not of the highest rank the improvement gives satisfaction, and is of great advantage to the postal service and to the public.

MANIFOLD BOOKS FOR HAND-REGISTERED PIECES.

The manifold bill-book for recording transfers between post-offices and railway post-offices of registered pieces and registered pouches and sacks has now been printed in four styles. The books have been received with much favor, and during the year have been introduced in railway post-offices as well as in post-offices. The various uses of these labor-saving books were fully described in my last report, and it is hoped that they will soon be employed at all points of rapid transfer of registered matter and wherever "lists" are now used on trunk lines of railway post-offices.

REGISTRY SPACE AND FIXTURES AND UNIFORMITY OF OFFICE SYSTEM IN REGISTRY DIVISIONS OF LARGE POST-OFFICES.

The plans of many new post-offices in the course of erection have been carefully examined and registry divisions have been laid off with especial reference to convenience and security. Progress has been made in the work of simplifying the office system of registry divisions and in reducing the forms and books used in such divisions to a substantial uniformity.

LIMITED INDEMNITY FOR LOST REGISTERED MATTER.

An indemnity of \$10 to be paid to the sender of a registered piece of sealed mail matter when the said piece fails to reach its destination, is a measure which I earnestly hope will be recommended for Congressional legislation.

The subject was fully discussed in your last annual report, and it therefore appears unnecessary to do more than refer to the treatment of the question as therein fully set forth.

REVIEW OF IMPROVEMENTS IN THE REGISTRY SYSTEM.

Since the beginning of my administration of this office on the 1st of July, 1877, the registry system has been greatly added to and improved. A list of some of the new features is here given as indicating the progress made, viz:

The through-registered-pouch system; the inner-registered-sack system; the brass-lock-exchange system; the adoption of the rotary tell-tale registry lock; the coupon manifold bill book; the coupon international registered-pouch bill book; coupon manifold bill books for station dispatches and other books connected with an original system regulating station registered business; the registered-package-tag envelope; improvements in the registered-package envelope and in postmarking and opening the same; the extra size registered-package envelope; the registered-package card receipt; the international registered-pouch system; advice blanks in lieu of disks for extra registered pouches dispatched; the foreign registry label on transparent paper; the witnessing book; the manifold registration book in two forms; the hand piece manifold bill book; the tissue receipt system of carrier delivery of registered matter and auxiliary books connected therewith; the consecutive numbering stamp and many labor-saving devices connected therewith; stub scrap books to make bills of various forms serve as books of record; the new and improved standard forms of delivery book, transit book, postal clerks' registry book; the combined registry notice and order; special forms for standing orders and forwarding orders; registered-pouch schemes; foreign-distribution schemes; city delivery of registered pieces by a corps of selected registry carriers; the mailing book fixing responsibility for the make-up of registered-package envelopes; an office system for large post-offices, with plans for uniform methods, and new designs of fixtures and furniture serving as models for registry divisions.

These changes were fully described in the several annual reports of this office made since their introduction; and, in short, it may be said that they constitute nearly a complete remodeling of the method of conducting the registry system.

DIVISION OF FILES, RECORDS, AND MAILS.

The total number of letters and parcels received, opened, and examined in this division during the year was 1,401,568, an increase of 44,068 over the number for the year preceding. Of these letters and parcels 385 contained money, 12,026 contained postage stamps, stamped envelopes, and postal cards returned by postmasters for redemption, or credit in their accounts. The number of registered letters and par-

cels received was 15,567. Of all letters received, 21,372 were briefed, recorded, and filed after final action. The number of letters written, copied, indexed, and mailed by the office was 28,606, exclusive of circular letters and forms of printed instructions.

INCREASE OF CLERICAL FORCE.

For a long time past this office has labored under great inconvenience on account of an insufficiency of its clerical force, so much so, indeed, that at times some of the work of the office has required the attendance of part of the clerical force beyond the customary hours of labor. The cause of this, of course, is that the growth of the postal service, which has naturally increased the work of the office, has been at a greater ratio than the increase of force. To show this the following comparative statement for the years 1889 and 1892 of the work coming under the Stamp Division, and comprehending in all its ramifications probably half the entire work of the office, is presented:

Fiscal year ending June 30—	Clerks.	Requisitions for supplies.	Face value of supplies.
1892	77	696, 784	\$68, 748, 020.88
1889	76	629, 673	52, 921, 781.17
Increase	1	67, 111	15, 826, 238.71
Per cent increase	1 $\frac{1}{2}$	10.6	29.8

Here it will be seen that in one branch of the work—the supplying of stamps, stamped envelopes, postal cards, etc.—there has been an increase in four years of over 10 per cent in the number and nearly 30 per cent in the value of requisitions filled, and but little over 1 per cent in the general force of clerks.

So far as the other work of the office is concerned, there has been during the period given almost as great a growth, so that the discrepancy between increase of work and increase of force shown by the statement may be said to apply practically to the whole office.

The work of this office, without going into great detail, is to receive, examine, and fill the requisitions of postmasters for supplies of stamps, stamped envelopes, and postal cards; to see that no postmaster is supplied beyond his bonded obligations, and, these supplies being the basis of nearly all the postal revenues, to keep accurate accounts concerning them, and to see that proper vouchers are obtained upon which those accounts are audited; to receive and pass upon the applications of publishers of newspapers and periodicals for the admission of their publications to second-class rates; to exact prompt and full returns of postage upon this class of matter; to receive, count, and authorize credit for damaged stamps and other articles returned by postmasters; to see that the entire postal revenue is properly deposited and accounted for; to keep records thereof; to issue warrants and drafts for nearly all the indebtedness of the Department; to pass upon questions relating to the classification of mail matter; and to govern and keep statistics of the registry and special-delivery systems.

Every item of this work is important, urgent, and ever-increasing; it cannot be delayed without inconvenience both to the Government and, in many instances, the public. Most of it must absolutely be settled and adjusted by the end of every quarter, and if it be not done accurately there is danger of loss and of no end of resulting embarrassment.

Aside from the increase of force needed to keep pace with the growth of the regular work, a special demand will be made upon the clerical force in filling requisitions for Columbian postage stamps and stamped envelopes, to be introduced on the 1st of January next, and issued concurrently with the stamps and envelopes of the regular series, thus in a great many cases duplicating the labor of supplying the same post-offices.

To meet the increased labor, five additional clerks, at a compensation of \$1,000 each, have been asked for in the estimates of appropriations submitted through the Secretary of the Treasury for the service of the next fiscal year; and in view of the fact that the special work to which I have referred will begin on the 1st of January, I urgently recommend that this provision be made available immediately upon the passage of the appropriation act.

PAPERS IN APPENDIX TO THIS REPORT.

The following-described papers, constituting the appendix to this report, contain important and interesting information, which I respectfully commend to your attention:

No. 1.—Copy of letter of estimates of appropriations for the office of the Third Assistant Postmaster-General for the fiscal year ending June 30, 1894.

No. 2.—Statement showing itemized appropriations for the service of the Post-Office Department for the fiscal year ending June 30, 1892, the expenditures made out of the same, and balance of unexpended appropriations.

No. 3.—Statement showing the increase of revenue by items during the fiscal year ending June 30, 1892, over those of the fiscal year ending June 30, 1891.

No. 4.—Statement showing receipts and expenditures by quarters for the fiscal year ending June 30, 1892, compared with fiscal year ending June 30, 1891, and June 30, 1890.

No. 5.—Statement showing gross receipts, expenses, and net revenue of Presidential and fourth-class offices for the year ending June 30, 1892.

No. 6.—Statement showing receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1892.

No. 7.—Statement showing issues of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by quarterly periods, for the fiscal year ending June 30, 1892.

No. 8.—Statement showing issues of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by denominations, for the fiscal year ending June 30, 1892.

No. 9.—Statement showing increase or decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, for the fiscal year ending June 30, 1892, as compared with the issue of the preceding year.

No. 10.—Statement showing value of postage stamps issued by fiscal years from their introduction, July 1, 1847, to June 30, 1892.

No. 11.—Statement by fiscal years of the issues of stamped envelopes from the date of their introduction, June 30, 1853, to June 30, 1892, with proportion of special-request envelopes from the date of their first issue in May, 1865.

No. 12.—Statement by fiscal years of the number of postal cards issued to postmasters from the date of their first issue, May 1, 1873, to June 30, 1892.

No. 13.—Comparative statement of second-class matter mailed and postage collected thereon at post-offices of the first class during the past two years.

No. 14.—Statement showing number of registered letters and parcels mailed in each of the several States and Territories of the United States during the fiscal year ending June 30, 1892.

No. 15.—Statement showing the operations of the registry system at thirty of the large post-offices, as compared with the operations of the previous year.

No. 16.—Statement showing the number and value of registered letters and parcels dispatched during the fiscal year ending June 30, 1892, for the Post-Office and Treasury Departments.

No. 17.—Statement showing the operations of the special-delivery system at letter-carrier offices during the fiscal year ending June 30, 1892.

No. 18.—Copy of contract for the manufacture and supply of registered-package, tag, official, and dead-letter envelopes during the year beginning July 1, 1892.

In closing this report I desire to express my obligations to the officers, clerks, and other employes of the office for the ability and efficiency with which they have discharged their duties.

I have the honor to be, very respectfully, your obedient servant,

A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. JOHN WANAMAKER,

Postmaster-General.

No. 1.—*Estimates of appropriations for the office of the Third Assistant Postmaster-General for the year ending June 30, 1894.*

POST-OFFICE DEPARTMENT,
OFFICE OF THIRD ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., November 12, 1892.

SIR: I have the honor to submit the following estimates of the appropriations for the service of this office during the fiscal year ending June 30, 1894:

1 For manufacture of adhesive postage and special delivery stamps....	\$376, 200
2 For pay of agents and assistants to distribute stamps, and expenses of agency	12, 000
3 For manufacture of stamped envelopes, newspaper wrappers, and letter sheets	1, 100, 000
4 For pay of agent and assistants to distribute stamped envelopes, newspaper wrappers, and letter sheets, and expenses of agency	17, 800
5 For manufacture of postal cards	343, 700
6 For pay of agent and assistants to distribute postal cards, and expenses of agency	7, 800
7 For registered-package, tag, official and dead-letter envelopes	113, 600
8 For ship, steamboat, and way letters	2, 000
9 For engraving, printing, and binding-drafts and warrants	3, 200
10 For miscellaneous items	500
Total	1, 976, 800

The principal articles covered by these estimates—postage stamps, stamped envelopes, and postal cards—are supplied under contracts made by the Department with private parties; the cost of manufacture, therefore, varies with every new contract. The number issued, too, being governed by the public demand for them, as represented by requisitions from postmasters, is necessarily varying, which, of course, renders any absolutely accurate foreknowledge of what will be needed impossible. Under such circumstances—it being, moreover, a necessary rule in the policy of the Department never to allow popular convenience or the postal revenue to suffer for the want of these articles—the means to be provided for their supply should always be on a liberal basis.

For postage stamps, stamped envelopes, letter sheets, and postal cards—the proceeds of which enter into and make up the bulk of the postal revenue—allowance is made for an annual increase of 10 per cent in the quantities to be required, except in the case of postal cards; for reasons which will appear hereafter, it is estimated that of these an annual increase of 20 per cent will be required on the issues of the last fiscal year. The increase, if any, in the other items of appropriation will be hereinafter separately explained.

The calculations upon which the estimates are based are as follows:

POSTAGE STAMPS.

The numbers of the several kinds of postage stamps issued during the year ending June 30, 1892, are as follows: Ordinary stamps, 2,543,270,210, the increase over the preceding year being 6 per cent; postage-due stamps, 17,551,410, the increase being 17.2 per cent; newspaper and periodical stamps, 4,113,292, the increase being 36 per cent; special-delivery stamps, 3,117,220, the increase being 21.32 per cent.

Taking all the several kinds of stamps together, 10 per cent increase in numbers is not an unfair basis of calculation, especially as it may reasonably be assumed that the issue of the special series of Columbian postage stamps, for which provision has

been made, and the facts connected with which will appear fully in the annual report, will materially increase the demand for the two kinds of stamps above what the ordinary demand would be for the current issue alone. Consequently this rate of increase is allowed.

The arrangements made for the issue of Columbian stamps call for a total of 3,000,000,000. It is expected that these special stamps will go into use on the 1st of January, 1893, and that fully one-half the proposed number—1,500,000,000—will be issued prior to July 1, 1893, leaving 1,500,000,000 to be called for during the year ending June 30, 1894, for which year's appropriation this estimate is made. Upon the basis of the number of ordinary stamps actually issued during the year ending June 30, 1892, with an allowance of an annual increase of 10 per cent, the total number to be required during the year ending June 30, 1894, would be 3,077,356,954, of which 1,500,000,000 will be of the Columbian series referred to above, and 1,577,356,954 of the current series.

Upon this basis the estimated cost of all the stamps to be required will be as follows:

(1) Ordinary stamps for use of the public:	
1,500,000,000 stamps of the Columbian series, at 17 cents a thousand	\$255, 000. 00
1,577,356,954 stamps of current designs, at 7 $\frac{1}{2}$ cents a thousand	117, 828. 56
Total	\$372, 828. 56
(2) Postage-due stamps, based upon the issue for the year ending June 30, 1892, with an annual increase of 10 per cent, 21,237,206 stamps, at 8 $\frac{1}{2}$ cents a thousand	1, 803. 04
(3) Newspaper and periodical stamps, based upon the issue for the year ending June 30, 1892, with an annual increase of 10 per cent, 4,977,083 stamps, at 18 cents a thousand	895. 87
(4) Special-delivery stamps, based upon the issue for the year ending June 30, 1892, with an annual increase of 10 per cent, 3,771,836 stamps, at 18 cents a thousand	678. 93
Total estimated cost of all kinds	376, 206. 40

This estimate is put in round numbers at \$376,200. The present contract prices will govern until June 30, 1894.

STAMPED ENVELOPES, NEWSPAPER WRAPPERS, AND LETTER SHEETS.

The number of these articles issued during the year ending June 30, 1892, was 594,458,700, at a cost of \$909,157.65, being an increase in numbers over the issue of the preceding year of 6.7 per cent; but for the first quarter of the present fiscal year the issues and their cost exceed those for the corresponding quarter of last year by 10.23 per cent. Estimating therefore, as in the case of stamps, for a probable increase of 10 per cent, gives the following result:

Cost of stamped envelopes, newspaper wrappers, and letter sheets during the year ending June 30, 1892	\$909, 157. 65
Add 10 per cent for increase	90, 915. 76
Gives cost, at present contract rates, for year ending June 30, 1893	1, 000, 073. 41
Add 10 per cent again	100, 007. 34
Gives cost, at present contract rates, for year ending June 30, 1894	1, 100, 080. 75

The estimate may be put, in round numbers, at \$1,100,000. The present appropriation is \$1,047,000. The contract now in force for the supply of stamped envelopes will not expire until September 30, 1894.

POSTAL CARDS.

The total number of postal cards issued to postmasters during the year ending June 30, 1892, was 511,433,500, being an increase over the issues of the preceding year at the rate of 20.55 per cent. The indications for the current year are that this increase is being very nearly maintained, the issues for the four months ending October 31, 1892, showing an increase at the rate of 17.6 per cent over those for the corresponding four months of 1891. Special reasons, too, growing out of the holding of the Columbian Exposition at Chicago, will no doubt contribute to an unusually large increase during the next year; that is to say, the cards will be in demand to an exceptional extent for advertising purposes, and because of their convenience for writ-

ing short messages by the immense number of people who will then be traveling. The experience of the Centennial Exposition, held at Philadelphia in 1876, showed that these causes greatly increased the consumption of postal cards.

An additional demand upon the postal-card appropriation will be made through the introduction within the past few weeks of double or reply postal cards, as authorized by act of Congress, and by the convention of the Universal Postal Union. The figures thus far do not warrant an intelligent estimate of the quantities that will be required; but it would be well, perhaps, to allow for an annual issue of not less than 20,000,000 cards, costing, at the contract price of 95½ cents a thousand, \$19,100. In view of these facts, it would be unsafe to make allowance for less than an annual increase of 20 per cent in the appropriation.

Two additional sizes of the ordinary domestic card were issued in December, 1891, in accordance with the provisions of the postal-card contract. The larger of these sizes was received with the greatest popular favor; the issues, almost from the outset, largely exceeding those of both the other kinds. The three different sizes vary in cost, the contract price of the smaller, or A size, being 37 cents a thousand; the price of the next, or B size, 35 cents a thousand; and of the large, or C size, 50 cents a thousand. It is impossible to forecast accurately the proportions in which these cards will be called for; but taking the actual issues of the last quarter of the past fiscal year as a basis of apportionment, and with an allowance of an annual increase of 20 per cent on the total issues of the year, the number of each of the several sizes required for the present and next fiscal years, with cost of same, would be as follows:

Year ending June 30, 1893.

19,178,756, size A, at 37 cents a thousand	\$7,096.14
225,350,385, size B, at 35 cents a thousand	78,872.63
369,191,066, size C, at 50 cents a thousand	184,595.53
Total	270,564.30
Add cost of 14,000,000 reply postal cards, being estimated issue from October 25, 1892, to June 30, 1893, at 95½ cents a thousand.....	13,370.00
Gives total estimated cost of postal cards for year, at present contract rates	283,934.30

Year ending June 30, 1894.

23,014,507, size A, at 37 cents a thousand	8,515.37
270,420,460, size B, at 35 cents a thousand	94,647.16
443,029,267, size C, at 50 cents a thousand	221,514.63
Total	324,677.16
Add cost of 20,000,000 reply cards, at 95½ cents a thousand	19,100.00
Gives total cost, at present contract rates, of postal cards of all kinds for the year ending June 30, 1894	343,777.16

The estimate is put, in round numbers, at \$343,700. The contract for postal cards expires October 1, 1893. The existing contract rates will, therefore, apply only to the cards issued for the first quarter of the fiscal year for which this estimate is made. The present contract prices were regarded as exceedingly favorable at the time the contract was made, so that no great amount of reduction, if any, is to be expected under a new contract.

REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

As contracts for these envelopes are made for one year only, estimates for their supply must always be more uncertain than for supplies which are provided under four-year contracts. Of registered-package, tag, and official envelopes there were issued during the year ending June 30, 1892, 58,897,600, being an increase over the issues of the preceding year of 8.58 per cent.

The cost of these envelopes at present contract rates was	\$95,615.54
Add 8 per cent for increase	7,649.24
Gives cost for year ending June 30, 1893	103,264.78
Add 10 per cent, as the current rate of increase exceeds 8 per cent ...	10,326.47
Gives estimated cost, at present contract rates, for year ending June 30, 1894	113,591.25

The estimate is put in round numbers at \$113,600.

POSTAGE-STAMP, STAMPED-ENVELOPE, AND POSTAL-CARD AGENCIES.

The following estimates are made for the distribution of postage stamps, stamped envelopes, and postal cards at the several agencies:

Postage-stamp agency	\$12,000
Stamped-envelope agency	17,800
Postal-card agency	7,800

For the stamped-envelope and postal-card agencies these estimates agree with current appropriations: For the postage-stamp agency there is an increase of \$3,000 which is fully justified by the great growth in the issue of stamps since the appropriation was fixed at the present amount, and by the fact that the issue of the Columbian series of stamps, hereinbefore alluded to, will very largely increase the work of the agency in the supervision of the manufacture of the stamps, in the keeping of accounts, and in the labor of distribution by mail to postmasters.

SHIP, STEAMBOAT, AND WAY LETTERS.

Under the law, owners and masters of vessels not regularly engaged in the transportation of mails are entitled to compensation on their arrival in port for letters brought and delivered by them to post-offices for transmission to destination. In every case the amount thus paid the owner or master of a vessel is collected by the postmaster at the office of delivery in addition to the regular postage, which amount is therefore made good to the Government.

There has been a considerable fluctuation in the expenditure for this object, but it is believed that \$2,000 for the coming year will be sufficient to cover all contingencies. The appropriation for the present year is \$1,400.

ENGRAVING, PRINTING, AND BINDING DRAFTS AND WARRANTS.

The amount asked is \$3,200, which agrees with the present appropriation.

MISCELLANEOUS.

The same amount is asked for this purpose as is provided by the current appropriation, namely, \$500.

I have the honor to be, very respectfully, your obedient servant,

A. D. HAZEN,

Third Assistant Postmaster-General.

Hon. JOHN WANAMAKER,

Postmaster-General.

No. 2.—Statement showing appropriations and expenditures for the fiscal year ending June 30, 1892.

Items.	Amount of appropriations.	By accounts up to September 30, 1892.		
		Amount of expenditures.	Balance unexpended.	Excess of expenditures.
<i>Office of the Postmaster-General.</i>				
Advertising	\$33,000.00	\$32,803.50	\$196.50	
Miscellaneous items	1,500.00	231.81	1,268.19	
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters	14,900,000.00	15,249,563.02		\$349,563.02
Compensation to clerks in post-offices	8,060,000.00	7,908,187.50	151,812.50	
Rent, light, and fuel in first and second class offices	731,500.00	691,491.09	40,008.91	
Rent, light, and fuel in third-class offices	592,800.00	514,635.61	78,164.39	
Free-delivery service	10,092,542.00	9,966,902.87	125,639.13	
Stationery in post-offices	57,000.00	53,019.47	3,980.53	
Wrapping twine	85,000.00	84,783.93	216.07	
Wrapping paper	60,000.00	55,315.88	4,684.12	
Letter balances, scales, and test weights	18,000.00	11,690.99	6,309.01	
Post-marking and rating stamps, etc	80,000.00	25,861.99	54,138.01	
Packing boxes, sawdust, paste, etc	2,000.00	1,331.60	668.40	
Printing facing slips, etc	8,000.00	5,841.93	2,158.07	
Miscellaneous items, including office furniture	132,000.00	104,210.84	27,789.16	
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation, star service	5,892,730.51	5,504,957.39	387,773.12	
Inland mail transportation, railroad service	22,550,128.31	22,362,996.66	187,131.65	
Railway post-office car service	2,731,000.00	2,565,002.76	135,997.24	
Necessary and special facilities	285,421.79	193,018.22	102,403.57	
Inland mail transportation, steamboat	525,000.00	430,188.40	94,811.60	
Mail-messenger service	1,200,000.00	1,129,836.86	70,163.14	
Compensation to railway post-office clerks	6,353,000.00	6,324,973.15	28,026.85	
Mail bags and mail-bag catchers	280,000.00	249,182.40	10,817.60	
Mail locks and keys	45,000.00	42,032.50	2,967.41	
Repair shop for mail bags, etc	6,500.00	5,050.03	1,449.97	
Miscellaneous items	1,000.00	833.48	166.52	
Transportation of foreign mails	1,250,000.00	774,016.22	475,983.78	
Balance due foreign countries	160,000.00	96,510.69	63,489.31	
<i>Office of the Third Assistant Postmaster-General.</i>				
Manufacture of postage stamps	203,000.00	192,773.82	10,226.18	
Distribution of postage stamps	9,000.00	8,733.72	266.28	
Manufacture of stamped envelopes, news-paper wrappers, and letter sheets	933,000.00	909,157.65	23,842.35	
Distribution of stamped envelopes, etc	17,800.00	17,028.37	771.63	
Manufacture of postal cards	214,000.00	208,329.21	5,670.79	
Distribution of postal cards	7,800.00	6,571.39	1,228.61	
Registered package, tag, official, and dead-letter envelopes	127,000.00	84,615.54	42,384.46	
Ship, steamboat, and way letters	2,500.00	855.50	1,644.50	
Engraving, printing, and binding drafts and warrants	4,000.00		4,000.00	
Special delivery service	211,690.47	211,690.47		
Miscellaneous items	1,000.00	39.60	960.40	
<i>Office of the Fourth Assistant Postmaster-General.</i>				
Mail depredations and post-office inspectors	270,000.00	269,878.54	121.46	
Purchase of Confederate books and records	10,000.00		10,000.00	
Total	78,133,913.08	76,324,147.29	2,159,330.81	349,565.02
Counter entry		385.00	385.00	
Total	78,133,913.08	76,323,762.29	2,159,715.81	349,565.02
Net balance unexpended	1,810,150.79		1,810,150.79	

NO. 3.—Statement showing the increase of revenue from various sources during the fiscal year ending June 30, 1892, over the receipts during the fiscal year ending June 30, 1891.

Items of postal revenue.	Gross postal receipts year ending June 30—		Amount of increase over 1891.	Amount of decrease from 1891.	Per cent.
	1892.	1891.			
Letter postage paid in money	\$131,323.46	\$98,426.72	\$32,896.74	.....	33.4
Box rents	2,447,704.66	2,360,768.80	86,935.86	.....	3.6
Fines and penalties	23,989.32	21,123.59	2,865.73	.....	13.5
Sale of postage stamps, stamped envelopes, newspaper wrappers, and postal cards	67,398,969.71	62,559,775.66	4,839,194.05	.....	7.7
Amount taken from dead letters for which no owners could be found	14,386.44	12,634.96	1,751.48	.....	13.8
Revenue from money-order business	909,968.12	866,491.85	43,476.27	.....	5.0
Miscellaneous receipts	4,134.27	12,564.14		\$8,429.87	67.0
Total	70,930,475.96	65,931,785.72	5,007,120.13	8,429.87	.....
	65,931,785.72		8,429.87		
Increase in postal revenue	4,998,690.26	.....	4,998,690.26	.....	7.58

No. 4.—Statement showing the receipts and expenditures, by quarters, for the fiscal year.

RECEIPTS.

Items of revenue.	Quarter ending—			
	Sept. 30, 1891.	Dec. 31, 1891.	Mar. 31, 1892.	June 30, 1892.
Letter postage paid in money	\$14, 223. 75	\$44, 127. 60	\$49, 252. 41	\$23, 719. 70
Box rents and branch offices	602, 993. 96	608, 365. 28	616, 158. 37	621, 187. 05
Fines and penalties	8, 435. 12	8, 143. 20	4, 757. 43	2, 653. 57
Postage stamps, stamped envelopes, newspaper wrappers, and postal cards	15, 338, 053. 03	17, 356, 886. 06	18, 048, 499. 47	16, 655, 531. 15
Dead letters	4, 632. 26	5, 615. 41	2, 097. 67	2, 041. 10
Revenue from money-order business	209, 428. 67	274, 787. 56	225, 427. 86	200, 374. 04
Miscellaneous	8, 119. 43	5, 695. 86	.....	3, 186. 02
Total	16, 180, 886. 22	18, 303, 570. 97	18, 945, 193. 20	17, 508, 662. 63
Less counter-entry, miscellaneous receipts .....	.....	.....	7, 867. 04	.....
			18, 937, 326. 16	.....

EXPENDITURES.

<i>Office of the Postmaster-General.</i>				
Advertising	\$14, 202. 27	\$3, 788. 25	\$4, 671. 86	\$10, 041. 12
Miscellaneous items	72. 06	70. 00	50. 50	38. 65
<i>Office of the First Assistant Postmaster-General.</i>				
Compensation to postmasters	3, 644, 699. 08	3, 800, 930. 65	3, 959, 229. 14	3, 844, 708. 15
Compensation to clerks in post-offices	1, 927, 519. 49	1, 960, 023. 62	1, 984, 442. 00	2, 036, 201. 79
Rent, light, and fuel in first and second class post-offices	162, 791. 59	175, 404. 64	176, 696. 84	176, 598. 62
Rent, light, and fuel in third-class post-offices	118, 143. 56	126, 032. 14	131, 666. 84	138, 793. 07
Free delivery service	2, 499, 946. 48	2, 488, 655. 07	2, 475, 159. 37	2, 505, 141. 95
Stationery in post-offices	14, 426. 07	14, 213. 88	20, 683. 11	3, 696. 41
Wrapping twine	16, 859. 95	19, 648. 20	23, 992. 24	24, 283. 54
Wrapping paper	16, 633. 00	9, 780. 00	17, 873. 22	11, 029. 66
Letter balances, scales, and test weights	2, 470. 08	1, 564. 36	4, 867. 95	2, 779. 60
Postmarking and rating stamps, etc.	3, 264. 85	7, 204. 75	7, 322. 54	3, 029. 85
Packing boxes, sawdust, paste, and hardware	374. 60	484. 58	79. 40	393. 02
Printing facing slips, label slides, etc.	1, 100. 07	1, 580. 87	1, 574. 99	1, 584. 10
Miscellaneous, including office furniture	20, 452. 75	19, 726. 44	21, 122. 68	42, 908. 97
<i>Office of the Second Assistant Postmaster-General.</i>				
Inland mail transportation, star service	1, 363, 760. 81	1, 377, 868. 73	1, 375, 047. 25	1, 388, 290. 69
Inland mail transportation, railroad service	5, 555, 232. 19	5, 543, 006. 11	5, 604, 315. 78	5, 660, 442. 58
Railway post-office car service	635, 223. 65	645, 305. 19	648, 974. 57	665, 499. 35
Necessary and special facilities on trunk lines	48, 833. 18	48, 674. 17	46, 952. 91	48, 557. 96
Inland mail transportation, steamboat service	118, 926. 16	106, 062. 44	101, 203. 65	103, 991. 15
Mail messenger service	275, 050. 97	280, 959. 38	285, 070. 39	288, 756. 12
Compensation to railway post-office clerks	1, 535, 247. 99	1, 574, 455. 43	1, 599, 681. 12	1, 615, 568. 61
Mail bags and mail-bag catchers	74, 644. 84	64, 479. 81	70, 771. 54	39, 286. 21
Mail locks and keys	5, 547. 53	8, 929. 81	13, 971. 28	13, 563. 97
Repair shop for mail bags and mail locks and keys	1, 360. 70	1, 452. 41	1, 200. 50	1, 026. 42
Miscellaneous items .....	.....	24. 85	77. 05	732. 08
Transportation of foreign mails	160, 543. 53	181, 376. 61	172, 276. 47	253, 819. 55
Balance due foreign countries	581. 09	36, 314. 27	54, 627. 15	4, 988. 18
United States delegates to Vienna Postal Congress .....	.....	.....	.....	.....
<i>Office of the Third Assistant Postmaster-General.</i>				
Manufacture of postage stamps	41, 484. 35	51, 178. 13	52, 225. 39	47, 885. 95
Distribution of postage stamps	2, 182. 02	2, 170. 00	2, 170. 00	2, 211. 70
Manufacture of stamped envelopes, newspaper wrappers, etc.	208, 951. 60	240, 574. 24	238, 871. 91	220, 759. 94

ending June 30, 1892, compared with the fiscal years ending June 30, 1891 and 1890.

RECEIPTS.

Total for the year ending June 30, 1892.	Expendi- tures on-ac- count of previous fiscal years.	Total for the year ending June 30, 1891.	Comparison with year ending June 30, 1891.		Total for the year ending June 30, 1890.	Comparison with year ending June 30, 1890.	
			Increase.	Decrease.		Increase.	Decrease.
\$131,323.46		\$98,426.72	\$32,896.74		\$108,725.41	\$22,598.05	
2,447,704.66		2,360,768.80	86,935.86		2,257,105.70	190,198.96	
23,989.32		21,123.59	2,865.73		6,810.26	17,179.06	
67,398,966.71		62,559,775.66	4,839,194.05		57,651,724.59	9,747,245.12	
14,386.44		12,634.96	1,751.48		12,310.73	2,075.71	
909,968.12		866,491.85	43,476.27		824,220.24	85,747.88	
12,001.31		12,564.14		\$502.83	20,801.00		\$8,799.69
70,938,343.02		65,981,785.72	5,007,120.13	562.83	60,882,097.92	10,065,044.79	8,799.69
7,867.04			7,867.04			7,867.04	
70,930,475.98			4,999,253.09	562.83		10,057,177.75	
						8,799.69	
			4,998,690.26			10,048,378.06	

EXPENDITURES.

\$32,803.50	\$295.23	\$18,068.31	\$14,735.19		\$17,120.76	\$15,676.74	
231.81	15.90	1,079.64		\$847.83	922.93		\$691.12
15,249,565.02	6,440.47	14,526,999.70	722,565.32		13,753,095.69	1,496,469.33	
7,908,187.50	22,117.03	7,361,983.96	546,203.54		6,515,943.23	1,392,244.27	
691,491.69	12,280.12	645,083.05	46,408.64		579,069.62	112,422.07	
514,635.61	8,132.02	464,300.36	50,335.25		422,164.15	92,471.46	
9,966,902.87	1,459.79	9,072,862.27	894,040.60		7,975,845.35	1,991,057.52	
53,019.47	902.04	51,938.16	1,081.31		51,971.09	1,048.38	
84,783.93	1,729.27	79,303.64	5,480.29		78,033.88	6,750.05	
55,315.88		53,280.44	2,055.44		49,898.78	5,417.10	
11,690.99		16,276.43		4,585.44	14,989.20		3,298.21
25,861.99	.50	28,708.10		2,846.11	33,294.68		7,432.00
1,331.60		1,145.68	186.02		1,413.48		81.88
5,841.93	312.94	5,177.48	664.45		5,355.26	486.67	
104,210.84	8,618.46	102,844.10	1,366.74		103,139.61	1,071.23	
5,504,957.39	26,863.81	5,360,061.59	144,895.80		5,320,732.87	184,225.02	
22,362,906.66	510,019.92	20,980,920.28	1,382,076.38		19,087,274.57	3,275,722.09	
2,566,002.76	177.71	2,450,819.13	144,183.63		2,203,151.01	391,851.76	
193,018.22	47.72	291,565.73		98,547.51	292,971.93		99,953.71
430,188.40	47.84	443,036.60		12,848.20	444,343.64		14,155.24
1,129,836.86	1,198.25	1,054,253.34	75,583.52		974,060.76	155,176.10	
6,324,973.15	3,590.09	5,904,380.90	420,592.25		5,502,844.35	762,128.80	
249,162.40	4,921.41	270,550.15		21,367.75	160,143.80	89,038.60	
42,032.59	4,683.07	44,980.64		2,898.05	8,831.42	33,201.17	
5,050.03	675.46	5,102.59		52.56	9,646.18		4,596.15
833.48		590.42	243.06		519.99	313.49	
774,016.22	8,480.02	620,986.77	153,029.45		563,106.85	210,909.37	
96,510.69	25,173.41	62,875.89	33,635.30		59,904.74	38,605.95	
		5,000.00		5,000.00			
192,773.82		173,000.00	19,773.82		155,874.00	36,899.82	
8,733.72		8,673.68	60.04		8,117.41	616.31	
909,157.65	1,147.01	865,269.86	43,888.29		852,351.00	56,806.65	

No. 4.—Statement showing the receipts and expenditures, by

EXPENDITURES—Continued.

Items of revenue.	Quarter ending—			
	Sept. 30, 1891.	Dec. 31, 1891.	Mar. 31, 1892.	June 30, 1892.
<i>Office of the Third Assistant Postmaster-General—Continued.</i>				
Distribution of stamped envelopes, etc.....	\$4,125.07	\$4,335.49	\$4,212.81	\$4,355.00
Manufacture of postal cards	25,951.09	66,108.73	60,823.49	55,447.90
Distribution of postal cards	1,575.00	1,563.75	1,619.93	1,812.71
Registered-package, tag, official, and dead-letter envelopes	18,979.23	20,304.54	23,153.77	22,178.00
Ship, steamboat, and way letters	262.06	204.96	150.32	223.16
Engraving, printing, and binding warrants and drafts.....				
Special delivery service.....	47,784.68	53,427.83	53,300.01	57,197.95
Miscellaneous items.....	18.25	18.10	4.00	1.25
<i>Office of the Fourth Assistant Postmaster-General.</i>				
Mail depredations and post-office inspectors.....	63,950.94	71,154.16	60,665.69	65,107.75
Less counter entry sundry items.....	18,639,249.89	19,007,054.69	19,309,814.16	19,368,028.55
		385.00		
	18,639,249.89	19,006,669.69	19,309,814.16	19,368,028.55

Comparison of receipts, including revenue from money-order business:

Increase over year ending June 30, 1891, \$4,998,690.26, or 7.58 per cent.

Increase over year ending June 30, 1890, \$10,043,378.06, or 16.5 per cent.

Comparison of receipts, excluding revenue from money-order business:

Increase over year ending June 30, 1891, \$4,955,213.99, or 7.6 per cent.

Increase over year ending June 30, 1890, \$9,962,630.18, or 16.5 per cent.

Revenue from money-order business:

Increase over year ending June 30, 1891, \$43,476.27, or 5 per cent.

Increase over year ending June 30, 1890, \$85,747.88, or 10.4 per cent.

Comparison of expenditures:

Increase over year ending June 30, 1891, \$4,661,420.40, or 6.5 per cent.

Increase over year ending June 30, 1890, \$10,393,045.18, or 15.7 per cent.

quarters, for the fiscal year, ending June 30, 1892, etc.—Continued.

EXPENDITURES—Continued.

Total for the year ending June 30, 1892.	Expenditures on account of previous fiscal years.	Total for the year ending June 30, 1891.	Comparison with year ending June 30, 1891.		Total for the year ending June 30, 1890.	Comparison with year ending June 30, 1890.	
			Increase.	Decrease.		Increase.	Decrease.
\$17,028.37		\$15,708.62	\$1,321.75		\$15,360.00	\$1,668.37	
208,329.21	\$6,850.00	148,423.47	59,905.74		156,056.80	52,272.41	
6,571.39	31.70	6,290.03	281.36		7,208.47		\$637.08
84,615.54		99,480.30		\$14,864.76	107,843.50		23,227.96
855.50	16.42	1,128.94		273.44	1,211.84		356.34
		2,700.00		2,700.00	2,878.50		2,878.50
211,690.47	78.20	174,420.94	37,269.53		141,502.26	70,188.21	
39.60		33.95	5.65		90.15		50.55
266,878.54	937.88	243,109.85	26,768.69		191,827.86	78,050.68	
76,324,147.23	657,222.89	71,662,341.89	4,828,637.05	166,831.65	65,930,717.11	10,540,789.61	157,359.43
385.00	139.02		385.00			385.00	
76,328,762.29	657,063.87	71,662,341.89	4,828,252.05	166,831.65	65,930,717.11	10,550,404.61	157,359.43
71,662,341.89			166,831.65		76,323,762.29	157,359.43	
4,661,420.40			4,661,420.40		10,393,045.18	10,393,045.18	

Total expenditures for transportation of domestic mails:

Year ending June 30, 1892	\$32,216,000.29
Year ending June 30, 1891	30,580,656.67
Year ending June 30, 1890	28,323,134.28

Increase over year ending June 30, 1891, \$1,635,343.60, or 5.3 per cent.

Increase over year ending June 30, 1890, \$3,892,866.01, or 13.7 per cent.

Comparison of receipts and expenditures for the fiscal year ending June 30, 1892:

Expenditures	\$76,323,762.29
Receipts	70,930,475.98

Excess of expenditures over receipts..... 5,393,286.3

No. 5.—Statement showing gross receipts, expenses, and net revenue of all Presidential post-offices, by States, and of all fourth-class post-offices throughout the country, for the fiscal year ending June 30, 1892.

State.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Expense to gross receipts.
Alabama	\$285,407.31	\$53,575.00	\$98,273.73	\$8,433.27	\$1,156.67	\$39,483.85	\$140,932.52	\$154,474.79	48
Arizona	30,852.82	9,650.00	2,400.00	1,336.60	1,102.54	27,358.50	13,489.14	21,342.68	39
Arkansas	24,015.61	47,059.78	26,618.51	7,179.20	313.97	318,506.98	108,529.96	92,485.63	54
California	1,624,062.68	151,534.51	274,119.06	41,450.86	11,015.38	91,830.54	796,626.79	827,435.89	46
Colorado	592,943.87	71,300.00	78,223.83	25,085.41	2,898.50	158,000.11	432,226.30	322,906.57	41
Connecticut	1,050,484.25	119,648.64	117,496.20	31,626.15	5,454.10	19,263.72	47,882.56	627,259.05	47
Delaware	101,828.36	15,350.00	11,555.00	1,298.71	425.13	140,652.64	397,963.26	63,945.80	82
District of Columbia	487,550.83	5,000.00	222,627.04	21,049.76	8,634.52	14,713.60	89,971.99	156,037.57	35
Florida	240,007.64	37,026.37	24,335.57	7,360.74	3,197.28	97,412.93	258,293.43	327,003.88	44
Georgia	583,897.31	67,372.83	76,792.16	13,528.63	3,187.28	967,423.84	2,252,625.01	3,419,742.23	47
Idaho	43,838.47	13,066.14	4,266.20	2,294.25	9.44	208,053.09	576,237.82	648,293.45	47
Illinois	5,674,367.24	351,897.84	816,171.05	86,552.22	5,965.23	967,423.84	2,252,625.01	3,419,742.23	47
Indiana	1,224,551.27	183,984.78	142,451.14	35,049.91	9.44	155,291.61	599,537.61	714,906.11	44
Iowa	1,314,443.72	245,648.91	142,178.54	53,530.73	2,887.82	104,874.12	415,234.87	389,801.99	52
Kansas	1,905,036.86	197,239.67	92,943.01	32,904.14	2,142.16	113,990.64	304,638.97	397,240.74	43
Kentucky	702,094.71	82,600.00	92,463.73	12,302.75	3,499.57	108,924.53	229,130.28	297,841.98	52
Louisiana	437,577.88	27,330.88	86,795.87	2,873.34	1,758.61	57,965.45	187,987.67	276,831.49	45
Maine	508,021.77	84,994.40	71,845.64	12,626.18	4,215.56	259,800.59	487,668.03	405,132.17	55
Maryland	892,798.20	45,166.30	166,104.07	8,879.51	40,592.46	860,890.72	1,877,370.08	2,398,552.19	44
Massachusetts	4,276,922.27	280,689.67	598,264.55	96,942.68	8,546.50	384,622.50	967,814.93	940,494.42	41
Michigan	1,688,153.61	243,550.00	179,198.71	53,699.70	5,371.71	265,938.07	498,005.34	714,894.26	51
Minnesota	1,219,590.59	109,575.00	141,349.73	24,799.19	6,433.38	216,728.51	377,717.48	1,027,074.96	44
Mississippi	49,050.00	49,050.00	15,844.61	6,698.36	5,500.22	13,728.51	87,987.67	84,798.99	39
Missouri	2,479,640.68	168,279.35	394,783.62	30,452.96	8,546.50	384,622.50	967,814.93	1,506,725.75	43
Montana	177,679.42	32,990.49	21,279.05	21,724.48	2,194.19	106,202.37	327,717.48	417,182.41	51
Nebraska	744,899.89	121,100.00	77,496.44	8,063.80	31.44	43,506.69	146,163.79	14,891.78	48
Nevada	30,417.10	6,100.00	5,063.00	1,800.88	31.44	331,447.27	670,591.48	766,063.25	47
New Hampshire	305,439.01	63,650.00	24,647.34	10,176.52	8,073.06	382.86	20,849.42	29,119.79	41
New Jersey	1,498,276.73	153,650.00	144,815.69	32,605.46	50.37	2,158,372.74	4,754,781.55	6,960,969.73	44
New Mexico	45,469.21	13,400.00	3,327.24	2,688.95	96,598.27	29,558.74	4,754,781.55	182,378.40	44
New York	11,344,871.28	472,606.51	1,847,484.44	189,806.99	711.60	6,818.52	1,426,611.09	2,043,917.14	41
North Carolina	251,759.82	53,000.00	28,138.62	6,972.06	100.05	6,818.52	1,426,611.09	2,043,917.14	41
North Dakota	107,004.81	27,797.01	6,791.48	6,146.10	61,246.08	592,066.09	1,426,611.09	2,043,917.14	41
Ohio	3,473,528.23	310,211.41	440,607.82	66,459.09	60.16	27,600.04	108,016.88	1,776,766.28	37
Oklahoma	29,539.49	6,394.02	4,498.60	373.65	941.30	1,249,458.58	2,158,372.74	2,666,249.40	49
Oregon	290,782.11	38,390.76	34,696.21	4,438.62	39,235.58	2,847.76	178,664.62	242,913.90	42
Pennsylvania	5,186,143.46	385,823.37	745,819.97	99,321.15	2,847.76	30,506.49	97,925.53	101,673.90	50
Rhode Island	421,608.42	27,800.00	50,365.78	5,298.87	5,693.91	9,430.40	98,198.46	49,022.49	50
South Carolina	199,598.89	39,300.00	22,456.64	4,979.49	390.09	9,430.40	98,198.46	49,022.49	50
South Dakota	178,211.35	52,450.00	16,702.95	10,276.02	390.09	9,430.40	98,198.46	49,022.49	50

Tennessee.....	627,484.64	67,759.24	81,413.18	8,276.78	5,317.27	90,462.99	283,229.46	374,255.18	40
Texas.....	912,992.04	171,570.97	110,636.37	24,506.18	3,277.07	98,246.64	408,329.73	504,622.31	45
Utah.....	139,810.87	12,865.76	19,394.30	1,899.31	418.99	22,258.15	56,706.51	83,104.36	41
Vermont.....	285,189.10	56,350.00	21,796.13	8,479.43	552.85	30,430.80	117,609.31	147,579.79	44
Virginia.....	626,535.28	87,307.07	77,991.28	10,872.98	3,985.67	96,516.02	278,673.02	347,862.26	44
Washington.....	349,852.67	49,643.43	55,419.81	15,501.26	759.70	47,663.48	168,987.73	180,864.94	48
West Virginia.....	196,553.27	38,700.00	20,924.45	4,249.43	848.47	21,216.66	85,339.01	110,614.26	44
Wisconsin.....	1,170,217.65	167,469.56	115,953.96	35,767.82	8,054.30	177,905.51	500,151.05	670,066.60	47
Wyoming.....	41,836.39	11,550.00	4,450.26	3,726.80	32.16	4,160.67	23,918.59	18,017.50	57
Total.....	55,212,555.26	5,124,482.82	7,770,206.02	1,203,959.96	878,214.64	9,878,941.02	24,865,804.47	30,856,780.79	44
Add for all fourth-class offices throughout the country.....	15,717,890.73	10,125,082.20	137,981.48	2,167.34	465,417.67	75,772.68	10,806,421.37	4,911,469.35	68
Aggregate.....	70,930,475.98	15,249,565.02	7,908,187.50	1,206,127.30	843,632.32	9,954,713.70	35,162,225.84	35,768,250.14	49

No. 6.—Statement of the receipts and disbursements at Treasury depositories during the fiscal year ending June 30, 1892.

Treasury depositories.	Net deposits.	Treasury grants.	Transfer account—		Aggregate accumulation.	Aggregate receipts.	Increase of receipts over 1891.	Decrease of receipts from 1891.
			From—	To—				
Treasurer United States, Washington, D. C.	\$1,049,834.91	\$4,700,000.00	\$4,585,000.00	\$27,511.99	\$5,777,146.90	\$5,749,834.91	\$51,572.12	
Assistant treasurer United States—								
Baltimore, Md.	322,585.86		1,350,000.00	115,000.00	437,585.86	322,585.86	40,094.61	
Boston, Mass.	3,048,979.48				3,048,979.48	3,048,979.48	313,874.27	
Chicago, Ill.	5,603,008.09			1,525,000.00	7,128,008.09	5,603,008.09	634,489.57	
Cincinnati, Ohio	2,168,980.14		200,000.00		2,168,980.14	2,168,980.14	209,847.16	
New Orleans, La.	726,097.81			385,000.00	1,121,097.81	726,097.81	31,480.49	
New York, N. Y.	11,118,232.94		75,000.00	3,450,000.00	1,568,232.94	11,118,232.94	1,214,888.68	
Philadelphia, Pa.	2,725,799.18		50,000.00	625,000.00	3,350,799.18	2,725,799.18	182,098.73	
San Francisco, Cal.	1,238,593.24		175,000.00		1,238,593.24	1,238,593.24	73,852.57	
St. Louis, Mo.	1,906,746.49			325,000.00	2,231,746.49	1,906,746.49	147,588.00	
First National Bank, Albuquerque, N. Mex.	199.30		199.30		199.30	199.30	100.00	
First National Bank, Arkansas City, Kans.	100.00		100.00		100.00	100.00	478.66	
First National Bank, Birmingham, Ala.	16.00		68.00		16.00	16.00	126.60	
First National Bank, Burlington, Iowa	126.60		126.60		126.60	126.60	185.02	
First National Bank, Charleston, S. C.	426.78		569.63		426.78	426.78	340.00	
First National Bank, Denver, Colo.	340.00		340.00		340.00	340.00	544.98	
First National Bank, Detroit, Mich.	544.98		165.36		544.98	544.98		
First National Bank, Helena, Mont.								
First National Bank, Kansas City, Mo.								
First National Bank, Little Rock, Ark.	190.00		270.00		190.00	190.00	60.00	
First National Bank, Madison, Wis.	20.00		20.00		20.00	20.00	20.00	
First National Bank, Memphis, Tenn.	100.00		1,050.00		100.00	100.00	757.62	
First National Bank, Milwaukee, Wis.	757.62		847.17		757.62	757.62	350.00	
First National Bank, Nashville, Tenn.	3,626.00		4,900.00		3,626.00	3,626.00	885.00	
First National Bank, Portland, Oregon.	1,015.00		1,085.00		1,015.00	1,015.00	1,045.00	
First National Bank, Portsmouth, N. H.	15.00		1.00		15.00	15.00	15.00	
First National Bank, Providence, R. I.			15.00		15.00	15.00	15.00	
First National Bank, Shreveport, La.	175.00		330.00		175.00	175.00	1,700.00	
First National Bank, Toledo, Ohio.	1,700.00		2,050.00		1,700.00	1,700.00	1,220.00	
First National Bank, Trenton, N. J.	1,018.75		1,030.00		1,018.75	1,018.75	850.00	
Second National Bank, St. Paul, Minn.	1,825.00		1,825.00		1,825.00	1,825.00	1,000.00	
Third National Bank, Buffalo, N. Y.								
American National Bank, Dallas, Tex.	1,000.00		1,751.00		1,000.00	1,000.00	75.00	
Charter Oak National Bank, Hartford, Conn.			25.00					
Citizens' National Bank, Davenport, Iowa	75.00		175.00		75.00	75.00	10.00	
City National Bank, Selma, Ala.								
Colorado National Bank, Denver, Colo.								
Commercial National Bank, Charlotte, N. C.	10.00		585.00		10.00	10.00	535.00	
Commercial National Bank, Detroit, Mich.	560.00		500.00		560.00	560.00	500.00	
East Tennessee National Bank, Knoxville, Tenn.	500.00		500.00		500.00	500.00	110.00	
El Paso National Bank, El Paso, Tex.	110.00				110.00	110.00		
Gate City National Bank, Atlanta, Ga.								

German National Bank, Little Rock, Ark.....	341.36	536.08	341.36	341.36	1,026.72
Indianapolis National Bank, Indianapolis, Ind.....	536.36	536.36	881.31	482.07	239.44
Kentucky National Bank, Louisville, Ky.....	881.31	1,253.89	194.68	194.68	
Leavenworth National Bank, Leavenworth, Kans.....	194.68		911.00	911.00	
Los Angeles National Bank, Los Angeles, Cal.....	911.00	861.00	5.00	5.00	
Lynchburg National Bank, Lynchburg, Va.....	5.00	395.00	275.00	275.00	43.00
Merchants' National Bank, Burlington, Vt.....	275.00	75.00	75.00	75.00	
Merchants' National Bank, Helena, Mont.....	75.00	90.00	90.00	90.00	
Merchants' National Bank, Portland, Me.....	90.00				
Merchants' National Bank, Savannah, Ga.....		50.00	50.00	50.00	450.00
Minneapolis National Bank, Seattle, Wash.....	50.00	476.00	776.00	776.00	
Minnecha National Bank, Sioux Falls, S. Dak.....	776.00	355.00	350.00	350.00	6.50
National Bank of Commerce, Cleveland, Ohio.....	355.00	530.25	530.25	530.25	
National Bank of State of Florida, Jacksonville, Fla.....	530.25	1,123.64	1,123.64	1,123.64	176.81
National City Bank, Grand Rapids, Mich.....	1,123.64	95.60	95.60	95.60	
National Valley Bank, Staunton, Va.....	95.60	296.10	336.10	336.10	
Omaha National Bank, Omaha, Nebr.....	336.10	725.00	575.00	575.00	
San Antonio National Bank, San Antonio, Tex.....	575.00				615.00
Sioux National Bank, Sioux City, Iowa.....		840.00	855.00	855.00	
State National Bank, Springfield, Ill.....	840.00	780.00	750.00	750.00	
Tradersmen's National Bank, Pittsburgh, Pa.....	780.00				80.61
Union National Bank, Salt Lake City, Utah.....			24.70	24.70	115.00
Utah National Bank, Ogden, Utah.....	24.70				
Total	29,930,852.81	6,462,511.99	6,462,511.99	34,630,852.81	12,336.24
	4,700,000.00	4,700,000.00	4,700,000.00	4,700,000.00	12,336.24
*34,630,852.81				29,930,852.81	2,898,568.65

* Total receipts.

† Net deposits. ‡ Net increase.

Balance subject to draft, June 30, 1891.....
Receipts, fiscal year 1892.....

\$4,214,294.73
34,630,852.81

Total.....
Net warrants issued.....

38,845,147.54
35,800,664.92

Balance subject to draft, June 30, 1892.....

3,035,482.63

REPORT OF THE POSTMASTER-GENERAL.

	Amount of warrants issued.	Increase in the amount of warrants issued over 1891.	Decrease in the amount of warrants issued from 1891.	Amount of warrants paid.	Amount of warrants outstanding June 30, 1891.	Amount of balances as per transcript June 30, 1892.	Amount of warrants outstanding June 30, 1892.	Balance subject to draft June 30, 1892.
Treasurer United States, Washington, D. C.	\$1,403,220.84	\$659,251.71	.....	\$1,404,218.93	\$1,782.26	\$224,011.94	\$1,875.39	\$222,130.55
Assistant treasurer United States—								
Baltimore, Md.	446,059.16	.....	\$8,783.60	446,060.09	1,612.63	47,067.26	1,576.70	45,490.56
Boston, Mass.	1,736,413.22	.....	22,247.81	1,736,615.01	1,526.40	394,836.44	2,441.87	392,411.57
Chicago, Ill.	7,169,854.66	427,553.93	.....	7,175,579.22	11,847.30	414,304.33	5,477.94	408,826.39
Cincinnati, Ohio.	2,021,078.33	36,939.51	.....	2,021,146.39	3,060.18	238,453.92	2,122.82	236,331.10
New Orleans, La.	1,460,897.41	.....	44,734.20	1,141,663.71	3,574.09	144,328.92	1,847.78	132,481.14
New York, N. Y.	4,680,201.92	890,431.24	.....	14,667,463.31	18,887.97	1,110,813.48	11,568.21	1,099,245.27
Philadelphia, Pa.	3,528,137.09	236,145.61	.....	3,528,668.15	2,633.52	313,002.49	1,562.46	311,440.03
San Francisco, Cal.	1,213,033.18	164,642.67	.....	1,208,450.62	11,727.49	133,090.85	4,585.05	128,505.80
St. Louis, Mo.	2,420,707.90	111,726.82	.....	2,420,157.60	7,142.53	131,469.33	8,190.83	123,278.50
First National Bank, Detroit, Mich.	.....	.....	.....	.....	.....	100.00	.....	100.00
First National Bank, Madison, Wis.	.....	.....	.....	.....	.....	120.00	.....	120.00
First National Bank, Milwaukee, Wis.	.....	.....	.....	.....	.....	53.00	.....	53.00
First National Bank, Portland, Oregon.	.....	.....	.....	.....	.....	115.00	.....	115.00
First National Bank, Toledo, Ohio.	.....	.....	.....	.....	.....	318.75	.....	318.75
Second National Bank, St. Paul, Minn.	.....	.....	.....	.....	.....	.....	.....	.....
Commercial National Bank, Charlotte, N. C.	.....	.....	.....	.....	.....	10.00	.....	10.00
El Paso National Bank, El Paso, Tex.	.....	.....	.....	.....	.....	110.00	.....	110.00
Indianapolis National Bank, Indianapolis, Ind.	.....	.....	.....	.....	.....	75.00	.....	75.00
Leavenworth National Bank, Leavenworth, Kans.	.....	.....	.....	.....	.....	194.68	.....	194.68
Los Angeles National Bank, Los Angeles, Cal.	.....	.....	.....	.....	.....	50.00	.....	50.00
Minneapolis National Bank, Sioux Falls, S. Dak.	.....	.....	.....	.....	.....	300.00	.....	300.00
Omaha National Bank, Omaha, Neb.	.....	.....	.....	.....	.....	50.00	.....	50.00
State National Bank, Springfield, Ill.	.....	.....	.....	.....	.....	15.00	.....	15.00
Utah National Bank, Ogden, Utah.	.....	.....	.....	.....	.....	24.70	.....	24.70
*Assistant treasurer United States, New Orleans, La.	.....	.....	.....	.....	.....	31,164.44	.....	31,164.44
*United States depository—								
Little Rock, Ark.	.....	.....	.....	.....	.....	5,823.50	.....	5,823.50
Merchants' Bank, Savannah, Ga.	.....	.....	.....	.....	.....	205.76	.....	205.76
Galveston, Tex.	.....	.....	.....	.....	.....	83.36	.....	83.36
	35,809,664.92	2,581,681.49	75,765.61	35,820,063.23	65,524.36	3,080,008.67	55,120.05	3,035,482.62
	.....	75,765.61	.....	.....	.....	.....	.....	.....
	.....	12,505,915.88	.....	.....	.....	.....	.....	.....

* Old accounts.

† Net increase.

Statement showing the receipts and disbursements at Treasury depositories, etc.—Cont'd.

Balance June 30, 1891	\$4, 279, 819. 09
Receipts	34, 630, 852. 81
Total	38, 910, 671. 90
Warrants paid	35, 820, 063. 23
Balance June 30, 1892	3, 090, 608. 67

COMPARISON OF THE FISCAL YEARS ENDING JUNE 30, 1892 AND 1891.

Deposits for the fiscal year ending June 30—	
1892	\$29, 930, 852. 81
1891	27, 032, 284. 16
Increase	2, 898, 568. 65
Grants from Treasury for year ending June 30—	
1891	4, 741, 772. 08
1892	4, 700, 000. 00
Decrease	41, 772. 08
Increase of receipts over year ending June 30, 1891	2, 910, 904. 89
Decrease of receipts from year ending June 30, 1891	12, 336. 24
Net increase	2, 898, 568. 65
Amount of warrants issued, year ending June 30—	
1892	35, 809, 064. 92
1891	33, 303, 749. 04
Increase	2, 505, 315. 88
Balance subject to draft June 30—	
1891	4, 214, 294. 73
1892	3, 035, 482. 62
Decrease	1, 178, 812. 11
Total number warrants issued current fiscal year	109, 089. 00
Total number warrants issued last fiscal year	108, 786. 00
Increase	2, 303. 00

No 7.—*Postage stamps, stamped envelopes, newspaper wrappers, and letter-sheet envelopes issued during the fiscal year ending June 30, 1892.*

ORDINARY POSTAGE STAMPS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1891.	Dec. 31, 1891.	Mar. 31, 1892.	June 30, 1892.	
1-cent	123,687,200	172,387,600	170,077,700	159,108,400	625,260,900
2-cent	492,173,600	474,486,800	489,161,800	447,493,500	1,812,315,700
3-cent	2,085,800	3,619,000	4,228,200	2,749,600	12,682,600
4-cent	3,810,000	5,281,900	5,184,200	4,559,100	18,815,200
5-cent	9,329,180	12,404,380	12,515,540	10,705,520	44,954,620
6-cent	570,750	780,900	626,650	295,650	2,273,950
10-cent	4,808,690	6,448,900	6,770,290	5,758,880	23,786,760
15-cent	404,720	543,840	443,420	258,360	1,650,340
30-cent	129,280	135,410	129,910	116,670	511,280
90-cent	12,990	8,000	7,480	10,390	38,860
10-cent, special delivery	660,100	764,530	783,790	906,800	3,117,220
Total	547,652,320	676,861,260	689,908,980	631,964,870	2,546,387,430
Value	\$10,653,887	\$13,051,273	\$13,348,429	\$12,108,695	\$49,162,284

NEWSPAPER AND PERIODICAL STAMPS.

1-cent	194,940	207,250	186,100	219,300	807,590
2-cent	158,325	160,800	159,850	168,775	647,750
3-cent	53,830	44,650	50,250	57,400	206,130
4-cent	91,505	97,025	94,400	107,175	390,105
6-cent	67,735	67,425	69,475	74,075	278,710
8-cent	52,945	62,175	55,250	58,950	229,320
10-cent	118,119	122,215	118,640	134,920	493,894
12-cent	64,265	61,900	63,275	66,800	256,240
24-cent	47,000	44,900	45,600	51,575	189,075
36-cent	22,545	21,975	23,400	25,950	93,870
48-cent	20,620	18,450	17,975	19,425	74,470
60-cent	20,890	16,460	17,700	20,830	75,880
72-cent	12,035	12,025	10,825	11,675	46,560
84-cent	10,560	10,150	10,400	10,850	41,960
96-cent	23,945	23,875	21,775	25,500	95,095
192-cent	14,925	15,700	14,375	17,600	62,600
2-dollar	10,104	12,085	11,050	14,240	47,489
6-dollar	6,024	5,705	5,790	6,263	23,782
9-dollar	3,417	4,057	3,370	3,926	14,770
12-dollar	4,338	3,977	3,550	4,544	16,409
24-dollar	1,400	1,333	1,550	1,649	5,932
36-dollar	465	690	735	772	2,662
48-dollar	185	345	595	737	1,862
60-dollar	2,359	2,375	2,713	3,090	11,127
Total	1,002,476	1,015,552	988,643	1,106,621	4,113,292
Value	\$499,246	\$516,529	\$537,857	\$655,884	\$2,209,516

POSTAGE-DUE STAMPS.

1-cent	2,012,000	2,048,100	2,458,900	2,270,800	8,789,800
2-cent	1,293,300	1,482,800	1,748,400	1,613,100	6,137,600
3-cent	26,500	38,700	80,800	31,800	177,300
5-cent	189,100	132,500	251,800	167,600	741,000
10-cent	301,990	456,800	507,400	431,200	1,697,190
30-cent	2,420	1,700	1,200	300	5,620
50-cent	200	1,300	1,500	100	3,100
Total	3,825,510	4,161,500	5,049,500	4,514,900	17,551,410
Value	\$87,261	\$104,739	\$126,406	\$107,564	\$425,970

No. 7.—*Postage stamps, stamped envelopes, newspaper wrappers, and letter-sheet envelopes issued during the fiscal year ending June 30, 1892—Continued.*

STAMPED ENVELOPES AND NEWSPAPER WRAPPERS.

Denomination.	Quarter ending—				Total.
	Sept. 30, 1891.	Dec. 31, 1891.	Mar. 31, 1892.	June 30, 1892.	
1-cent	11,914,000	15,610,750	12,363,750	12,740,500	52,629,000
2-cent	39,463,250	48,898,300	44,888,900	41,982,050	175,212,500
4-cent	9,200	21,400	4,000	27,850	62,450
5-cent	68,750	40,750	59,000	87,750	256,250
1-cent wrapper	11,117,500	11,983,750	13,079,250	12,487,500	48,668,000
2-cent wrapper	403,000	935,000	784,750	878,750	3,001,500
Total	62,975,700	77,489,950	71,159,650	68,204,400	279,829,700
Value	\$1,133,759.02	\$1,403,072.78	\$1,287,535.76	\$1,226,514.77	\$5,050,882.33

STAMPED ENVELOPES BEARING REQUEST TO RETURN.

1-cent	2,770,500	3,519,000	3,874,000	3,094,500	13,258,000
2-cent	71,191,500	76,539,000	79,459,750	78,190,000	300,380,250
4-cent	8,000	19,500	28,250	23,000	78,750
5-cent	36,000	31,000	38,000	33,000	138,000
Total	74,006,000	80,108,500	83,400,000	76,340,500	313,855,000
Value	\$1,568,080.65	\$1,724,719.85	\$1,794,443.75	\$1,646,872.30	\$6,764,116.55

LETTER-SHEET ENVELOPES.

2-cent	163,500	278,500	163,000	169,000	774,000
Value	\$3,760.50	\$6,405.51	\$3,749.00	\$3,887.00	\$17,802.00

POSTAL CARDS.

1-cent A		6,297,000	9,975,500	3,971,000	20,243,500
1-cent B	104,190,000	121,197,500	52,272,500	46,751,500	324,411,500
1-cent C		13,175,000	76,398,000	76,894,000	166,467,000
Total 1 cent cards	104,190,000	140,669,500	138,646,000	127,616,500	511,122,000
2-cent	34,000	46,750	188,000	42,750	311,500
Aggregate	104,224,000	140,716,250	138,834,000	127,659,250	511,433,500
Value	\$1,042,580	\$1,407,630	\$1,390,220	\$1,277,020	\$5,117,450

RECAPITULATION.

Articles issued.	Number.	Value.
Ordinary postage stamps	2,543,270,210	\$48,850,562.00
Special-delivery stamps	3,117,220	311,722.00
Newspaper and periodical stamps	4,113,282	2,209,516.00
Postage-due stamps	17,551,410	425,970.00
Stamped envelopes, plain	228,160,200	4,452,502.82
Stamped envelopes, request	313,855,000	6,764,116.55
Newspaper wrappers	51,669,500	598,379.50
Letter-sheet envelopes	774,000	17,802.00
Postal cards	511,433,500	5,117,450.00
Aggregate	3,673,944,332	68,748,020.88

No. 8.—Issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, by denominations, for the fiscal year ending June 30, 1892.

Denomination.	Ordinary, special delivery, and postage-due stamps.	Stamped envelopes, newspaper wrappers, and letter-sheet envelopes.	Postal cards, not including those shipped to subagencies.	Newspaper and periodical stamps.	Total.
1-cent.....	634,030,700	114,555,000	511,122,000	807,590	1,280,515,290
2-cent.....	1,819,453,100	479,368,250	311,500	847,750	2,299,780,600
3-cent.....	12,859,900			206,130	13,066,030
4-cent.....	18,815,200	141,200		390,105	19,346,505
5-cent.....	45,995,620	394,250			46,089,870
6-cent.....	2,273,950				2,552,660
8-cent.....				278,710	229,320
10-cent.....	28,601,170			483,894	29,085,064
12-cent.....				256,240	256,240
15-cent.....	1,650,340				1,650,340
24-cent.....				189,075	189,075
30-cent.....	516,900				516,900
36-cent.....				93,870	93,870
48-cent.....				74,470	74,470
50-cent.....	8,100				8,100
60-cent.....				75,880	75,880
72-cent.....				46,560	46,560
84-cent.....				41,960	41,960
90-cent.....	38,860				38,860
96-cent.....				95,095	95,095
192-cent.....				62,600	62,600
3-dollar.....				47,489	47,489
6-dollar.....				23,783	23,783
9-dollar.....				14,770	14,770
12-dollar.....				16,409	16,409
24-dollar.....				5,932	5,932
36-dollar.....				2,663	2,663
48-dollar.....				1,862	1,862
60-dollar.....				11,137	11,137
Aggregate.....	2,563,938,840	594,458,700	511,483,500	4,113,292	3,673,944,332
Value.....	\$49,588,254.00	\$11,832,800.88	\$5,117,450.00	\$2,209,518.00	\$68,748,020.88

No. 9.—Table showing the increase and decrease in the issue of postage stamps, stamped envelopes, newspaper wrappers, letter-sheet envelopes, and postal cards, for the fiscal year ending June 30, 1892, as compared with the issue of the preceding year.

Articles issued.	1891.		1892.	
	Number.	Amount.	Number.	Amount.
Ordinary postage stamps	2,397,503,340	\$46,229,050.00	2,543,270,210	\$48,850,562.00
Special-delivery stamps	2,569,350	250,935.00	3,117,220	311,722.00
Newspaper and periodical stamps	4,068,263	2,055,798.00	4,113,292	2,209,516.00
Postage-due stamps	14,974,820	361,573.00	17,551,410	425,970.00
Stamped envelopes, plain	224,611,250	4,373,525.99	228,160,200	4,452,502.83
Stamped envelopes, request	281,743,500	6,078,140.45	313,855,000	6,764,116.55
Newspaper wrappers	49,871,500	579,501.50	51,669,500	598,379.50
Letter-sheet envelopes	417,817,500	18,802.50	774,000	17,802.00
Postal cards	424,216,750	4,246,165.00	511,433,500	5,117,450.00
Total of all issues	3,400,406,273	64,209,491.44	3,673,944,332	68,748,020.88

Articles issued.	Increase.		Per cent of increase.	
	Number.	Amount.	Number.	Amount.
Ordinary postage stamps	145,766,870	\$2,611,512.00	6.08	\$5.64
Special-delivery stamps	547,870	54,787.00	21.32	21.32
Newspaper and periodical stamps	15,029	153,718.00	0.36	7.47
Postage-due stamps	2,576,590	64,397.00	17.20	17.81
Stamped envelopes, plain	3,548,950	78,976.84	1.58	1.80
Stamped envelopes, request	32,111,500	685,076.10	11.39	11.28
Newspaper wrappers	1,798,000	18,878.00	3.60	3.25
Letter-sheet envelopes	*43,500	*1,000.50	*5.32	*5.32
Postal cards	87,216,750	871,385.00	20.55	20.51
Total of all issues	273,538,059	4,538,529.44	8.04	7.00

* Decrease.

No. 10.—*Value of postage stamps issued, by fiscal years, from their introduction, July 1, 1847, to June 30, 1892.*

Year.	Ordinary.	Official.	Newspaper and periodical.	Postage-due.	Special- delivery.	Total.
1847.....	\$274, 710. 00					
1848.....						
1849.....						\$274, 710. 00
1850.....						
1851.....						
1852.....	1, 535, 638. 51					1, 535, 638. 51
1853.....	1, 608, 792. 91					1, 608, 792. 91
1854.....	1, 520, 300. 00					1, 520, 300. 00
1855.....	2, 056, 127. 00					2, 056, 127. 00
1856.....	3, 611, 274. 40					3, 611, 274. 40
1857.....	4, 337, 135. 20					4, 337, 135. 20
1858.....	4, 945, 374. 35					4, 945, 374. 35
1859.....	5, 279, 405. 00					5, 279, 405. 00
1860.....	5, 920, 939. 00					5, 920, 939. 00
1861.....	5, 906, 522. 60					5, 906, 522. 60
1862.....	7, 078, 188. 00					7, 078, 188. 00
1863.....	9, 683, 394. 00					9, 683, 394. 00
1864.....	10, 177, 327. 00					10, 177, 327. 00
1865.....	12, 069, 987. 50					12, 069, 987. 50
1866.....	10, 816, 661. 00					10, 816, 661. 00
1867.....	11, 578, 607. 00					11, 578, 607. 00
1868.....	11, 751, 014. 00					11, 751, 014. 00
1869.....	12, 722, 568. 00					12, 722, 568. 00
1870.....	13, 976, 768. 00					13, 976, 768. 00
1871.....	14, 630, 715. 00					14, 630, 715. 00
1872.....	15, 840, 649. 00					15, 840, 649. 00
1873.....	16, 681, 188. 00	\$494, 974. 70				17, 176, 163. 70
1874.....	17, 275, 242. 00	1, 415, 845. 20				18, 691, 087. 20
1875.....	18, 271, 479. 00	834, 970. 25	\$815, 902. 47			19, 922, 351. 72
1876.....	18, 773, 454. 00	663, 831. 50	945, 254. 75			20, 382, 540. 25
1877.....	18, 181, 676. 00	614, 107. 20	1, 000, 605. 10			19, 796, 388. 30
1878.....	19, 468, 618. 00	618, 094. 60	1, 093, 845. 30			21, 180, 557. 90
1879.....	20, 117, 259. 00	624, 999. 95	1, 088, 412. 16	\$365, 957. 00		22, 196, 628. 11
1880.....	22, 414, 928. 00	140, 199. 08	1, 252, 903. 30	251, 836. 00		24, 059, 866. 38
1881.....	24, 040, 627. 00	107, 777. 32	1, 398, 674. 00	254, 393. 00		25, 801, 471. 32
1882.....	28, 679, 528. 00	139, 991. 75	1, 602, 069. 70	352, 170. 00		30, 773, 759. 45
1883.....	30, 307, 179. 00	125, 839. 20	1, 752, 561. 50	404, 915. 90		32, 590, 485. 60
1884.....	29, 077, 444. 00	140, 040. 00	1, 923, 217. 80	353, 611. 00		31, 494, 312. 80
1885.....	28, 429, 628. 00		2, 047, 268. 50	308, 492. 00		30, 785, 388. 50
1886.....	31, 172, 364. 00		1, 097, 390. 00	159, 989. 00	\$359, 956	32, 799, 699. 00
1887.....	33, 774, 156. 00		1, 364, 413. 80	235, 136. 00	124, 594	35, 498, 299. 80
1888.....	36, 293, 183. 00		1, 588, 425. 00	283, 954. 00	133, 179	38, 298, 741. 00
1889.....	37, 996, 027. 00		1, 663, 751. 00	290, 201. 00	157, 565	40, 116, 544. 00
1890.....	42, 734, 108. 00		1, 711, 464. 00	324, 712. 00	212, 089	44, 982, 373. 00
1891.....	46, 239, 050. 00		2, 055, 798. 00	361, 573. 00	256, 935	48, 913, 356. 00
1892.....	48, 850, 562. 00		2, 209, 516. 00	425, 970. 00	311, 722	51, 797, 770. 00

NO. 11.—Statement, by fiscal years, of the issues of stamped envelopes, from the date of their first issue, June 27, 1853, to June 30, 1892, with percentages of issues of special-request envelopes, from the date of their first issue, May, 1865.

Year ending June 30—	Plain envelopes, including wrappers.	Special-request envelopes.	Total.	Percentage of request envelopes.
1853.....	5,000,000	.....	5,000,000	.....
1854.....	21,384,100	.....	21,384,100	.....
1855.....	23,451,725	.....	23,451,725	.....
1856.....	33,764,050	.....	33,764,050	.....
1857.....	33,033,400	.....	33,033,400	.....
1858.....	30,971,375	.....	30,971,375	.....
1859.....	30,280,300	.....	30,280,300	.....
1860.....	29,280,025	.....	29,280,025	.....
1861.....	26,027,300	.....	26,027,300	.....
1862.....	27,234,150	.....	27,234,150	.....
1863.....	25,548,750	.....	25,548,750	.....
1864.....	28,218,900	.....	28,218,900	.....
1865.....	25,456,175	750,000	26,206,175	2.80
1866.....	30,386,200	8,708,525	39,094,725	22.88
1867.....	46,421,400	16,665,250	63,086,650	26.42
1868.....	47,894,900	25,469,750	73,364,650	34.72
1869.....	49,851,000	31,824,100	81,675,100	38.97
1870.....	49,851,500	36,338,000	86,289,500	42.12
1871.....	56,563,625	43,111,650	104,675,275	45.97
1872.....	67,100,750	46,825,000	113,925,750	41.10
1873.....	78,971,350	52,201,250	131,172,600	39.80
1874.....	84,478,250	51,940,250	136,418,500	38.08
1875.....	95,135,400	54,631,000	149,766,400	36.48
1876.....	100,945,750	64,554,500	165,500,250	39.00
1877.....	108,276,950	64,374,500	170,651,450	37.72
1878.....	115,715,100	67,845,250	183,560,350	36.96
1879.....	110,503,700	67,058,250	177,561,950	37.77
1880.....	130,301,500	76,835,500	207,137,000	37.09
1881.....	142,043,050	85,024,000	227,067,050	37.44
1882.....	155,861,200	100,704,250	256,565,450	39.25
1883.....	158,688,200	100,578,250	259,266,450	38.79
1884.....	192,716,550	129,515,500	322,232,050	40.19
1885.....	185,954,650	136,796,750	322,751,400	42.38
1886.....	201,265,850	152,742,250	354,008,100	43.14
1887.....	210,507,300	171,104,000	381,611,300	44.84
1888.....	237,010,500	196,625,250	433,635,750	45.34
1889.....	231,078,050	220,786,250	451,864,300	48.86
1890.....	262,620,950	261,212,000	513,832,950	48.89
1891.....	274,482,750	281,743,500	556,226,250	50.65
1892.....	279,829,700	313,855,000	593,684,700	52.86

NO. 12.—Statement, by fiscal years, of the number of postal cards supplied postmasters from the date of their first issue, May 1, 1875, to June 30, 1892.

Year.	1-cent.	2-cent.	Total.	Year.	1-cent.	2-cent.	Total.
June 30—				June 30—			
1873.....	81,094,000	.....	81,094,000	1883.....	379,424,500	92,250	379,516,750
1874.....	91,079,000	.....	91,079,000	1884.....	362,789,500	87,250	362,876,750
1875.....	107,616,000	.....	107,616,000	1885.....	339,336,500	80,000	339,416,500
1876.....	150,815,000	.....	150,815,000	1886.....	355,499,000	149,000	355,648,000
1877.....	170,015,500	.....	170,015,500	1887.....	356,778,000	161,250	356,939,250
1878.....	200,630,000	.....	200,630,000	1888.....	381,671,500	126,000	381,797,500
1879.....	221,797,000	.....	221,797,000	1889.....	386,672,500	136,000	386,808,500
1880.....	269,754,000	2,796,500	272,550,500	1890.....	429,341,600	173,750	429,515,350
1881.....	308,412,500	124,000	308,536,500	1891.....	423,817,000	399,750	424,216,750
1882.....	351,394,500	103,500	351,498,000	1892.....	511,122,000	811,500	511,433,500

No. 13.—Comparative statement of second-class matter mailed at post-offices of the first class during the past two years.

Post-offices.	Year ending June 30, 1891.		Year ending June 30, 1892.		Increase or decrease for 1892.			Total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>		<i>Per cent.</i>	
New York, N. Y.	45,952,190	\$450,521.90	51,623,218	\$516,232.18	5,671,028	\$66,710.28	12.34	23.13
Chicago, Ill.	22,480,683	224,806.83	27,393,533	273,935.33	4,912,850	49,128.50	21.85	12.51
Boston, Mass.	11,563,076	115,630.76	14,160,241	141,602.41	2,597,165	25,971.65	22.46	6.76
Philadelphia, Pa.	11,383,791	113,837.91	12,146,601	121,466.01	762,810	7,628.10	6.70	5.44
St. Louis, Mo.	8,572,672	85,726.72	10,128,391	101,283.91	1,555,719	15,557.19	18.15	4.33
Cincinnati, Ohio	4,075,496	40,754.96	4,501,831	45,018.31	426,335	4,263.35	10.46	2.02
San Francisco, Cal.	3,579,096	35,790.96	4,069,831	40,698.31	490,735	4,907.35	13.71	1.83
Milwaukee, Wis.	2,843,656	28,436.56	3,080,550	30,805.50	236,894	2,368.94	8.33	1.74
Detroit, Mich.	2,774,501	27,745.01	3,452,600	34,526.00	678,099	6,780.99	24.44	1.35
Washington, D. C.	2,749,009	27,490.09	3,107,884	31,078.84	358,875	3,588.75	13.05	1.40
Atlanta, Ga.	2,347,925	23,479.25	2,299,229	22,992.29	48,696	488.96	2.07	1.43
Minneapolis, Minn.	2,258,582	22,585.82	2,724,522	27,245.22	465,940	4,659.40	20.63	1.22
Pittsburg, Pa.	2,087,485	20,874.85	2,300,202	23,002.02	212,717	2,127.17	10.19	1.03
St. Paul, Minn.	2,031,101	20,311.01	2,334,481	23,344.81	303,380	3,033.80	14.94	1.05
Cleveland, Ohio	2,020,811	20,208.11	2,373,685	23,736.85	352,874	3,528.74	17.46	1.07
Kansas City, Mo.	1,904,719	19,047.19	2,650,031	26,500.31	745,312	7,453.12	39.13	1.19
Denver, Colo.	1,764,922	17,649.22	1,966,247	19,662.47	201,325	2,013.25	11.41	.88
Louisville, Ky.	1,610,035	16,100.35	1,688,465	16,884.65	78,430	784.30	4.87	.76
Springfield, Ohio.	1,579,741	15,797.41	1,710,842	17,108.42	131,101	1,311.01	8.30	.70
Omaha, Neb.	1,569,831	15,698.31	1,764,799	17,647.99	194,968	1,949.68	12.42	.79
Baltimore, Md.	1,452,706	14,527.06	1,568,272	15,682.72	115,566	1,155.66	7.97	.70
New Orleans, La.	1,433,986	14,339.86	1,801,847	18,018.47	367,861	3,678.61	25.66	.81
Rochester, N. Y.	1,402,205	14,022.05	749,168	7,491.68	*853,127	*8,531.27	*46.57	.34
Nashville, Tenn.	1,295,109	12,951.09	1,314,878	13,148.78	19,769	197.69	1.53	.59
Springfield, Mass.	1,293,170	12,931.70	1,409,630	14,096.30	116,460	1,164.60	9.01	.63
Utica, N. Y.	1,115,141	11,151.41	1,120,681	11,206.81	5,540	55.40	.50	.50
Toledo, Ohio.	1,101,365	11,013.65	1,201,222	12,012.22	99,857	998.57	9.07	.51
Des Moines, Iowa.	981,015	9,810.15	1,054,619	10,546.19	73,604	736.04	7.50	.47
Albany, N. Y.	909,049	9,090.49	986,712	9,867.12	77,663	776.63	8.54	.44
Indianapolis, Ind.	907,825	9,078.25	1,317,383	13,173.83	409,558	4,095.58	45.11	.59
Buffalo, N. Y.	814,231	8,142.31	877,739	8,777.39	63,508	635.08	8.00	.59
Memphis, Tenn.	722,376	7,223.76	736,023	7,360.23	13,647	136.47	1.89	.53
Dallas, Tex.	707,913	7,079.13	732,488	7,324.88	24,575	245.75	3.47	.53
Columbus, Ohio	683,644	6,836.44	757,006	7,570.06	73,362	733.62	10.73	.54
Richmond, Va.	597,288	5,972.88	699,211	6,992.11	71,923	719.23	12.04	.50
Topeka, Kans.	554,956	5,549.56	547,305	5,473.05	*7,651	*76.51	*1.38	.25
Dayton, Ohio.	507,624	5,076.24	509,261	5,092.61	1,637	16.37	.32	.22
Portland, Ore.	491,198	4,911.98	464,863	4,648.63	*26,335	*263.35	*5.36	.21
Salt Lake City, Utah	433,908	4,339.08	548,956	5,489.56	114,958	1,149.58	26.49	.25
Charleston, S. C.	427,824	4,278.24	251,730	2,517.30	*176,094	*1,760.94	*41.16	.11
Saint Joseph, Mo.	405,688	4,056.88	519,540	5,195.40	113,852	1,138.52	28.06	.13
Jersey City, N. J.	384,819	3,848.19	528,726	5,287.26	143,907	1,439.07	37.42	.21
Manchester, N. H.	376,559	3,765.59	593,642	5,936.42	217,083	2,170.83	57.65	.21
Sioux City, Iowa.	363,767	3,637.67	380,254	3,802.54	10,487	104.87	4.53	.11
Seattle, Wash.	350,283	3,502.83	357,789	3,577.89	7,506	75.06	2.14	.12
Birmingham, Ala.	326,413	3,264.13	266,581	2,665.81	*60,832	*608.32	*18.33	.12
Portland, Me.	322,342	3,223.42	345,017	3,450.17	22,675	226.75	7.03	.15
Lincoln, Neb.	311,973	3,119.73	374,119	3,741.19	62,146	621.46	19.92	.17
Grand Rapids, Mich.	308,780	3,087.80	442,191	4,421.91	133,411	1,334.11	43.21	.19
Elmira, N. Y.	303,097	3,030.97	421,589	4,215.89	118,492	1,184.92	39.09	.20
Harrisburg, Pa.	297,127	2,971.27	302,976	3,029.76	5,849	58.49	1.97	.14
Syracuse, N. Y.	295,839	2,958.39	318,660	3,186.60	22,821	228.21	7.71	.14
Hartford, Conn.	288,302	2,883.02	307,812	3,078.12	19,510	195.10	6.77	.14
Little Rock, Ark.	271,647	2,716.47	252,944	2,529.44	*18,708	*187.08	*6.89	.11
Brooklyn, N. Y.	264,093	2,646.93	246,530	2,465.30	18,163	*181.63	*6.86	.11
Providence, R. I.	262,297	2,622.97	297,398	2,973.98	35,101	351.01	13.38	.11
Lynn, Mass.	250,060	2,500.60	161,162	1,611.62	*88,898	*888.98	*35.55	.07
Galveston, Tex.	249,981	2,499.81	283,447	2,834.47	33,466	334.66	13.39	.13
Fort Worth, Tex.	246,542	2,465.42	251,235	2,512.35	4,693	46.93	1.90	.11
Chattanooga, Tenn.	241,720	2,417.20	252,965	2,529.65	11,235	112.35	4.65	.11
Jacksonville, Fla.	238,192	2,381.92	202,724	2,027.24	*33,468	*334.68	*14.17	.09
Dubuque, Iowa.	229,041	2,290.41	248,436	2,484.36	19,395	193.95	8.47	.11
Houston, Tex.	219,043	2,190.43	278,041	2,780.41	58,998	589.98	26.93	.12
Savannah, Ga.	204,399	2,043.99	169,582	1,695.82	*34,817	*348.17	*17.03	.08
Troy, N. Y.	203,527	2,035.27	227,307	2,273.07	23,780	237.80	11.19	.10
New Haven, Conn.	198,918	1,989.18	170,341	1,703.41	*28,577	*285.77	*14.37	.08
Cedar Rapids, Iowa	185,714	1,857.14	179,691	1,796.91	*6,023	*60.23	*3.24	.08
Helena, Mont.	181,293	1,812.93	188,348	1,883.48	7,055	70.55	3.89	.08
San Antonio, Tex.	181,232	1,812.32	188,648	1,886.48	7,416	74.16	4.09	.08
Macon, Ga.	179,954	1,799.54	151,104	1,511.04	*28,850	*288.50	*16.03	.07
Terre Haute, Ind.	163,682	1,636.82	180,233	1,802.33	16,551	165.51	10.11	.08
Lexington, Ky.	161,551	1,615.51	183,589	1,835.89	22,038	220.38	13.81	.08
Lancaster, Pa.	161,101	1,611.01	191,806	1,918.06	30,705	307.05	19.06	.19
Quincy, Ill.	158,484	1,584.84	167,635	1,676.35	9,151	91.51	5.77	.08

* Decrease.

NO. 13.—*Comparative statement of second-class matter mailed at post-offices of the first class during the past two years—Continued*

Post-offices.	Year ending June 30, 1891.		Year ending June 30, 1892.		Increase or decrease for 1892.			Total amount collected in United States.
	Weight.	Postage collected.	Weight.	Postage collected.	Weight.	Postage.	Per cent.	
	<i>Pounds.</i>		<i>Pounds.</i>		<i>Pounds.</i>			<i>Per cent.</i>
Peoria, Ill.....	155,966	\$1,559.96	222,085	\$2,220.85	66,089	\$660.89	42.37	.10
Akron, Ohio.....	155,269	1,552.69	174,132	1,741.32	18,863	188.63	12.15	.08
Los Angeles, Cal.....	154,175	1,541.75	171,949	1,719.49	17,774	177.74	11.53	.08
Worcester, Mass.....	151,718	1,517.18	165,366	1,653.66	13,648	136.48	9.00	.07
Tacoma, Wash.....	149,754	1,497.54	130,778	1,307.78	*18,976	*189.76	*12.67	.06
Wichita, Kans.....	146,744	1,467.44	149,813	1,498.13	3,069	30.69	2.09	.07
Rockford, Ill.....	136,701	1,367.01	139,891	1,398.91	3,190	31.90	2.33	.06
Bangor, Me.....	134,809	1,348.09	227,832	2,278.32	93,023	\$30.23	69.00	.10
Wheeling, W. Va.....	133,191	1,331.91	165,396	1,653.96	32,205	322.05	24.18	.07
Sacramento, Cal.....	131,814	1,318.14	142,268	1,422.68	10,454	104.54	7.93	.06
Reading, Pa.....	127,971	1,273.71	139,285	1,392.85	11,914	119.14	9.35	.06
Knoxville, Tenn.....	116,882	1,163.82	118,510	1,185.10	2,128	21.28	1.83	.05
Lowell, Mass.....	110,361	1,103.61	91,958	949.58	*15,403	*154.03	*13.96	.04
Burlington, Iowa.....	108,831	1,088.31	124,766	1,247.66	15,935	159.35	14.64	.06
Scranton, Pa.....	105,633	1,056.33	144,031	1,440.31	38,398	383.98	36.35	.06
Lynchburg, Va.....	105,414	1,054.14	95,421	954.21	*9,993	*99.93	*9.48	.04
Newark, N. J.....	104,927	1,049.27	112,050	1,120.50	7,123	71.23	6.79	.05
Oakland, Cal.....	103,985	1,039.85	149,014	1,490.14	45,029	450.29	43.30	.07
Augusta, Ga.....	97,147	971.47	118,833	1,188.33	21,686	216.86	*22.32	.05
Fort Wayne, Ind.....	91,615	919.15	85,051	850.51	*6,864	*68.64	*7.47	.04
Springfield, Ill.....	90,554	905.54	84,793	847.93	*5,761	*57.61	6.36	.04
Evansville, Ind.....	88,983	889.85	98,995	989.95	10,010	100.10	11.25	.04
East Saginaw, Mich.....	88,205	882.05	96,820	968.20	10,615	*106.15	12.06	.04
Binghamton, N. Y.....	87,689	876.89	119,222	1,192.22	31,533	315.33	35.96	.05
Norfolk, Va.....	85,468	854.68	106,676	1,066.76	21,208	212.08	24.81	.05
Davenport, Iowa.....	85,064	850.64	98,062	980.62	12,998	129.98	15.28	.04
Trenton, N. J.....	81,007	810.07	77,462	774.62	*3,545	*35.45	*4.38	.03
Burlington, Vt.....	79,578	795.78	98,534	985.34	18,961	189.61	23.83	.04
Wilmington, Del.....	77,000	770.00	81,161	811.61	4,161	41.61	5.55	.04
Waterbury, Conn.....	69,485	694.85	72,726	727.26	3,241	32.41	4.66	.03
Pueblo, Colo.....	68,917	689.17	63,452	634.52	*5,465	*54.65	*7.93	.03
Duluth, Minn.....	66,516	665.16	87,895	878.95	21,379	213.79	23.14	.04
Council Bluffs, Iowa.....	64,382	643.82	67,803	678.03	3,421	34.21	5.31	.03
La Crosse, Wis.....	63,561	635.61	65,662	656.62	2,101	21.01	3.31	.03
Allegheny, Pa.....	56,862	568.62	77,666	776.66	20,804	208.04	36.59	.03
New Bedford, Mass.....	50,178	501.78	65,669	656.69	9,491	94.91	16.89	.03
Mobile, Ala.....	54,490	544.90	61,707	617.07	7,217	72.17	13.24	.03
Kalamazoo, Mich.....	53,145	531.45	56,566	565.66	3,411	34.11	6.42	.03
Canton, Ohio.....	50,747	507.47	69,679	696.79	18,932	189.32	37.31	.04
Erie, Pa.....	49,615	496.15	51,070	510.70	1,455	14.55	2.93	.02
Wilkesbarre, Pa.....	41,322	413.22	46,003	460.03	4,681	46.81	11.33	.02
Bridgeport, Conn.....	39,955	399.55	55,222	552.22	15,267	152.67	38.21	.02
Camden, N. J.....	36,698	366.98	44,027	440.27	7,329	73.29	19.97	.02
Fall River, Mass.....	35,159	351.59	39,824	398.24	4,665	46.65	13.27	.02
Poughkeepsie, N. Y.....	34,263	342.63	36,721	367.21	2,458	24.58	7.17	.02
Paterson, N. J.....	33,027	330.27	43,021	430.21	9,994	99.94	30.26	.02
South Bend, Ind.....	27,867	278.67	32,798	327.98	4,931	49.31	17.69	.01
Holyoke, Mass.....	24,061	240.61	26,328	263.28	2,267	22.67	9.42	.01
Elizabeth, N. J.....	15,066	150.66	19,453	194.53	4,447	44.47	29.63	.01
Meriden, Conn.....	11,743	117.43	21,641	216.41	9,898	98.98	84.29	.01
Total.....	166,016,756	1,660,167.56	188,568,636	1,885,686.36	25,142,362	251,423.62	13.58	84.46

* Decrease.

No. 14.—Number of registered letters and parcels transmitted through the mails from

States.	Quarter ended September 30, 1891.				
	Domestic.		Foreign.		Free.
	Letters.	Parcels.	Letters.	Parcels.	
Alabama.....	44,559	1,947	253	49	7,824
Alaska.....	425	121	43	2	53
Arizona.....	7,594	850	410	64	1,234
Arkansas.....	39,274	1,376	221	16	6,618
California.....	62,568	14,133	9,664	1,001	14,225
Colorado.....	34,214	4,344	2,700	106	5,569
Connecticut.....	40,009	7,136	3,870	234	86,620
Delaware.....	4,814	123	190	8	691
District of Columbia.....	12,666	1,554	663	133	127,064
Florida.....	29,783	2,195	732	49	5,421
Georgia.....	57,856	2,550	313	52	8,530
Idaho.....	14,569	1,059	376	18	1,968
Illinois.....	134,723	26,784	15,328	734	33,221
Indiana.....	68,473	3,676	919	52	16,900
Indian Territory.....	14,014	213	134	1	1,162
Iowa.....	51,261	3,503	1,706	88	23,361
Kansas.....	42,674	2,895	809	44	18,940
Kentucky.....	53,611	6,084	477	44	6,430
Louisiana.....	42,065	3,727	2,044	274	5,869
Maine.....	46,823	1,940	2,989	54	5,669
Maryland.....	36,634	1,761	1,473	118	5,055
Massachusetts.....	95,329	10,509	18,944	577	11,732
Michigan.....	67,091	4,294	7,269	192	17,876
Minnesota.....	39,575	3,006	3,982	196	9,762
Mississippi.....	35,617	2,170	152	14	6,959
Missouri.....	89,381	10,414	2,957	337	19,297
Montana.....	21,402	1,736	1,522	49	2,441
Nebraska.....	25,070	1,964	1,355	53	10,349
Nevada.....	4,937	381	343	8	1,003
New Hampshire.....	23,663	720	2,262	85	3,569
New Jersey.....	54,538	2,138	7,280	307	6,529
New Mexico.....	8,447	983	281	24	1,655
New York.....	283,526	55,008	59,043	7,011	85,816
North Carolina.....	45,551	1,849	114	9	7,806
North Dakota.....	11,379	537	747	28	2,734
Ohio.....	107,331	9,204	5,107	1,015	24,646
Oklahoma.....	3,326	274	29	.....	780
Oregon.....	29,178	2,637	1,650	85	4,471
Pennsylvania.....	193,534	12,461	18,426	1,493	21,965
Rhode Island.....	14,289	2,310	2,563	134	1,313
South Carolina.....	24,327	987	216	14	2,637
South Dakota.....	15,229	817	618	10	4,157
Tennessee.....	46,593	2,425	586	69	6,409
Texas.....	63,116	4,622	3,924	403	18,755
Utah.....	14,879	1,298	789	36	1,817
Vermont.....	16,326	1,008	1,010	17	2,927
Virginia.....	65,987	4,769	486	62	7,184
Washington.....	28,979	3,037	2,978	113	5,203
West Virginia.....	42,123	967	292	22	4,622
Wisconsin.....	50,841	2,773	3,270	106	13,944
Wyoming.....	7,409	694	231	11	828
Total.....	2,377,562	235,038	193,879	15,468	691,232

each State and Territory in the United States during the fiscal year ended June 30, 1892.

Quarter ending December 31, 1891.					Quarter ending March 31, 1892.				
Domestic.		Foreign.		Free.	Domestic.		Foreign.		Free.
Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.	Letters.	Parcels.	
56,098	3,108	468	81	8,064	56,207	2,352	442	69	7,923
509	252	48	9	50	418	93	24	5	53
8,594	1,451	523	26	1,283	8,607	1,068	980	29	1,406
54,349	2,690	239	21	7,887	49,420	1,790	200	18	6,839
76,085	32,542	14,366	1,527	15,761	67,923	17,387	11,512	1,065	14,970
29,217	9,377	3,722	236	5,502	36,651	4,911	4,242	178	5,347
42,619	10,279	5,226	228	94,047	41,927	7,974	4,522	218	101,105
5,285	291	239	4	764	4,798	163	207	1	703
14,458	4,484	967	201	72,385	13,585	3,157	901	199	75,856
34,254	3,598	884	71	7,718	45,839	3,081	1,023	64	7,749
63,230	2,321	544	44	9,262	63,407	2,485	456	15	8,876
18,374	1,904	553	27	1,962	16,175	1,355	525	19	1,996
157,164	47,391	19,045	1,026	23,522	156,416	33,994	18,786	1,174	34,030
79,364	6,745	978	150	17,693	85,599	4,531	1,029	55	17,523
15,565	370	176	3	1,426	15,373	274	173	-----	1,404
65,933	8,609	2,450	236	24,818	66,271	4,526	2,579	106	24,612
55,278	7,955	3,315	132	21,482	51,079	3,201	1,263	55	20,335
59,570	7,784	678	110	6,751	54,429	5,276	582	52	6,908
53,610	5,783	2,429	310	6,242	52,745	4,628	3,059	411	6,594
50,095	3,960	3,288	56	5,733	48,843	2,040	2,068	30	5,700
41,521	2,945	1,875	122	5,497	40,778	2,054	1,736	122	5,884
100,706	18,396	23,259	921	11,945	99,233	11,592	18,362	704	12,307
80,581	8,623	8,416	380	18,762	79,353	6,410	7,870	189	18,496
56,733	6,656	6,183	334	11,571	53,597	3,778	6,792	206	11,341
48,350	3,357	210	19	7,757	49,063	2,481	202	14	8,610
108,050	19,846	3,658	537	19,967	113,759	12,169	3,231	376	19,070
26,406	3,992	2,569	158	2,699	23,776	2,226	2,156	90	2,515
34,040	4,636	2,031	250	10,707	40,757	2,640	2,015	50	11,247
5,621	905	424	20	1,114	4,934	580	332	17	1,127
22,643	1,253	2,474	47	3,530	22,483	633	2,075	29	3,684
52,916	4,080	8,746	324	6,359	51,270	2,179	7,483	169	6,302
10,107	1,819	813	29	1,875	9,839	1,135	321	35	1,744
301,745	86,978	67,938	8,526	87,993	289,412	62,870	63,521	8,342	92,870
52,881	2,820	117	15	7,861	55,749	1,909	116	9	7,811
19,341	1,218	1,501	30	3,238	16,709	609	1,532	26	2,744
128,647	16,329	6,167	594	25,630	137,499	11,327	5,633	500	25,452
6,866	548	21	1	752	8,333	404	51	2	718
35,862	5,619	2,267	156	4,746	31,732	3,369	1,747	84	4,388
219,124	20,647	23,754	1,060	29,870	232,551	13,985	22,294	1,545	30,455
14,658	2,985	2,963	166	1,819	15,448	2,267	2,184	116	1,250
34,445	1,713	229	16	5,102	31,277	1,245	274	11	4,696
21,702	2,277	1,114	127	5,309	19,764	990	989	49	4,925
53,244	2,516	664	42	6,669	56,228	2,720	745	19	6,153
90,154	7,570	4,966	1,021	20,732	85,126	6,142	5,188	696	19,845
17,377	2,563	4,850	70	2,078	15,343	1,452	736	58	1,763
17,879	1,606	1,222	41	2,896	17,441	890	1,155	20	3,108
67,754	7,105	624	113	7,206	72,217	4,358	852	39	7,438
42,289	5,148	2,274	304	5,228	42,544	3,068	2,188	98	4,276
45,189	1,517	363	16	4,317	49,191	1,153	309	12	4,189
65,425	6,587	4,044	127	14,979	64,553	7,120	3,946	68	14,576
8,790	1,071	398	27	827	8,834	940	241	20	1,038
2,782,907	414,875	241,832	20,091	670,916	2,773,963	278,951	221,244	17,460	689,997

No. 14.—Number of registered letters and parcels transmitted through the

States.	Quarter ending June 30, 1892.					Total.	
	Domestic.		Foreign.		Free.	Domestic.	
	Letters.	Parcels.	Letters.	Parcels.		Letters.	Parcels.
Alabama	47,307	2,153	375	90	8,964	206,171	9,560
Alaska	343	128	29	2	48	1,086	594
Arizona	7,790	981	401	56	1,321	32,535	4,300
Arkansas	40,948	1,687	213	8	6,702	183,997	7,543
California	63,002	26,344	11,007	1,198	15,800	269,608	90,406
Colorado	35,092	4,463	2,348	146	5,346	145,174	23,086
Connecticut	39,826	7,469	4,121	183	92,835	164,381	22,858
Delaware	4,854	151	180	8	627	19,721	728
District of Columbia	13,562	3,148	776	196	71,239	54,271	12,343
Florida	31,795	2,471	956	123	7,602	141,671	11,345
Georgia	56,131	2,234	459	21	8,581	240,624	9,580
Idaho	14,610	1,320	303	16	1,923	63,758	5,638
Illinois	146,131	33,525	17,937	1,978	33,842	594,434	141,094
Indiana	72,247	4,143	856	61	17,236	305,683	19,393
Indian Territory	11,366	230	159		1,352	56,368	1,067
Iowa	55,069	3,838	1,944	92	13,346	238,534	20,536
Kansas	43,386	3,425	967	46	18,633	192,417	17,476
Kentucky	48,136	7,146	544	39	6,674	215,746	26,900
Louisiana	46,318	4,962	2,186	299	6,238	194,728	19,100
Maine	47,586	1,748	2,805	46	5,784	193,347	9,068
Maryland	37,531	2,089	1,501	143	6,328	156,454	8,849
Massachusetts	94,111	11,308	20,467	692	12,329	389,379	51,805
Michigan	72,070	8,298	8,568	135	19,120	298,095	24,625
Minnesota	46,575	3,812	6,110	178	10,625	196,530	17,232
Mississippi	40,240	2,304	197	9	7,245	173,270	10,312
Missouri	92,453	13,954	3,080	325	19,073	403,643	56,383
Montana	20,966	2,056	1,937	64	2,543	92,610	10,010
Nebraska	26,299	2,393	1,478	37	10,246	126,166	11,653
Nevada	4,946	538	285	9	1,042	20,438	2,384
New Hampshire	22,246	635	2,300	80	3,530	91,055	3,241
New Jersey	51,403	2,384	7,740	162	6,446	210,127	10,781
New Mexico	9,627	1,602	291	18	1,653	38,080	4,939
New York	282,688	65,691	61,491	8,168	86,534	1,157,371	270,547
North Carolina	50,541	1,946	125	6	7,898	204,722	8,524
North Dakota	13,303	562	1,104	15	2,463	60,732	2,926
Ohio	108,944	9,251	5,466	367	28,514	482,421	46,111
Oklahoma	7,704	466	42		818	26,219	1,692
Oregon	27,445	3,079	1,744	100	4,134	124,217	14,704
Pennsylvania	202,030	15,679	15,202	1,151	36,871	847,249	62,772
Rhode Island	13,440	2,081	2,619	144	1,218	57,635	9,543
South Carolina	25,217	1,023	168	31	5,259	115,266	4,968
South Dakota	15,623	910	836	6	5,235	72,318	4,994
Tennessee	49,590	2,761	618	40	6,461	205,596	10,422
Texas	66,101	5,343	3,692	331	18,124	304,499	23,677
Utah	14,349	1,510	613	38	1,643	61,948	6,818
Vermont	21,754	725	1,171	55	2,950	73,400	4,219
Virginia	69,731	4,470	530	50	7,329	275,639	20,733
Washington	37,035	2,847	2,327	175	5,032	160,847	14,096
West Virginia	47,818	1,038	334	11	4,413	184,321	4,096
Wisconsin	67,986	5,730	3,767	237	14,350	238,815	22,210
Wyoming	8,280	780	228	84	916	32,813	4,285
Total	2,463,505	285,181	204,638	17,366	663,989	10,397,987	1,214,045

RECAPITULATION.

Total domestic letters	10,397,987
Total domestic parcels	1,214,045
Total foreign letters	861,593
Total foreign parcels	70,385
Free	831,978
Grand total	15,200,094
Fees received	\$1,254,401

mails from each State and Territory in the United States, etc.—Continued.

Total.		Free.	(Grand total of letters and parcels registered for year ended June 30, 1892.	Fees received.	Increase.			
Foreign.					Letters and parcels.	Fees.	Per cent.	
Letters.	Parcels.						Letters and parcels.	Fees.
1,538	289	32,795	250,353	\$21,755.80	*3,086	*\$382.90	*1.21	*1.72
144	18	215	2,666	245.10	*388	*39.30	*12.70	*13.80
2,314	169	5,334	44,702	3,936.80	558	29.90	1.26	.76
873	61	28,246	220,720	19,247.40	*10,892	*\$64.80	*4.70	*4.77
46,549	4,791	60,756	472,110	41,135.40	30,086	2,509.00	6.86	6.49
13,012	666	21,794	203,741	18,194.70	*10,704	*\$97.70	*4.99	*5.19
17,739	863	374,107	589,948	21,584.10	30,501	1,177.90	5.45	5.77
816	11	2,785	24,061	2,127.60	20	4.50	.08	.21
3,307	731	346,544	417,196	7,065.20	91,160	312.70	27.96	4.63
3,595	307	28,490	185,408	15,691.80	13,357	1,575.30	7.76	11.15
1,772	132	35,239	287,357	25,211.80	*4,979	*416.00	*1.70	*1.62
1,757	80	7,874	70,107	7,123.80	5,143	454.00	6.95	6.80
71,096	4,912	124,615	936,751	81,213.60	57,811	6,313.00	6.57	8.42
3,782	318	69,352	394,529	32,917.60	15,036	1,426.50	3.92	4.62
642	4	5,344	63,445	5,810.10	6,710	602.40	11.82	11.56
8,679	522	85,857	354,128	26,827.10	574	1,073.10	.16	4.16
6,374	277	79,380	295,924	21,654.40	5,320	686.30	1.83	3.27
2,281	245	26,763	271,935	24,517.20	*12,377	*1,182.00	*4.35	*4.50
9,718	1,294	24,943	249,783	22,484.00	*7,909	*729.40	*3.06	*3.14
11,745	186	22,856	237,822	21,496.60	2,373	270.40	1.00	1.27
6,585	505	22,764	195,157	17,239.30	5,409	210.50	2.85	1.23
81,002	2,894	48,333	573,413	52,508.00	21,755	2,811.60	3.94	4.60
32,123	896	74,254	430,993	35,673.90	454	16.50	.08	.04
22,947	916	43,299	280,944	23,764.50	178,228	1,777.60	6.53	8.08
761	56	30,571	214,970	18,430.90	*11,794	*1,090.80	*5.20	*5.58
12,926	1,575	78,007	552,534	47,452.70	*8,643	*563.70	*1.54	*1.17
8,484	361	10,198	121,663	11,146.50	3,644	303.10	3.08	2.79
6,879	390	42,549	187,637	14,508.80	*3,020	*578.80	*1.58	*3.83
1,384	54	4,286	28,546	2,426.00	*341	*93.20	*1.18	*3.69
9,101	141	14,283	117,821	10,353.80	1,273	198.40	1.09	1.95
31,249	862	25,636	278,655	25,301.90	11,292	1,108.30	4.22	4.58
1,206	106	6,927	51,258	4,433.10	*2,006	*212.80	*3.76	*4.58
251,993	32,047	353,219	2,065,177	171,195.80	43,749	5,041.50	2.16	3.03
472	39	31,376	245,133	21,375.70	*4,734	*374.30	*1.89	*1.72
4,944	99	11,179	79,880	6,870.10	10,802	1,051.80	15.63	18.07
22,373	2,476	104,282	657,663	55,383.10	477	44.20	.07	.07
144	3	3,068	31,126	2,805.80	7,591	702.70	32.25	33.41
7,408	425	17,739	164,493	14,675.40	2,150	220.80	1.32	1.52
79,676	5,249	119,191	1,114,187	99,494.60	*14,759	304.20	*1.30	.30
10,329	580	5,100	83,367	7,826.70	3,210	323.10	4.00	4.30
889	72	17,684	138,879	12,119.50	*13,749	*1,103.00	*9.00	*8.34
3,552	192	19,626	100,682	8,106.60	1,220	*43.50	1.22	*.53
2,615	170	25,692	244,494	21,880.20	*22,555	*2,046.20	*8.44	*8.55
17,770	2,441	76,956	425,343	34,838.70	*11,965	*846.80	*2.73	*2.37
2,968	202	7,301	79,257	7,195.60	*804	*94.30	*1.00	*1.29
4,558	133	11,881	94,191	8,231.00	5,455	632.30	6.14	8.32
2,292	264	29,157	328,084	29,892.70	*26,328	*2,661.30	*7.94	*8.17
9,767	690	19,739	205,141	18,540.20	*21,285	*2,054.00	*9.40	*9.97
1,298	61	16,941	207,816	19,037.50	5,920	602.00	2.93	3.26
15,047	538	57,849	334,459	27,661.00	8,151	810.50	2.49	3.01
1,098	92	3,708	41,996	3,828.80	*1,621	*125.00	*3.71	*3.16
861,593	70,385	2,716,064	15,260,094	1,254,401.00	212,492	15,494.90	1.41	1.25

*Decrease.

No. 15.—Statement showing the operations of the registry system at the thirty cities of the country doing the largest registry business during the fiscal year ending June 30, 1892, and the increase in registry fees collected thereat over the previous year.

Cities.	Letters registered with fee prepaid.	Parcels registered with fee prepaid.	Registered letters received for delivery.	Registered parcels received for delivery.	Registered letters received for distribution.	Registered pack-ages received.	Registered pack-ages received in transit.	Registered pack-ages made up and dispatched.	Through registered pouches and inner sacks received.	Through registered pouches and inner sacks made up and dispatched.	Through registered pouches and inner sacks in transit.	Official letters and free.	Total number of registered articles handled.	Total amount of registry fees col-lected.	Fees.	Per cent.	Increase over 1891.
New York, N. Y.	672,150	228,173	1,538,248	1,223,245	1,154,278	893,838	880,023	49,293	49,183	14,241	1250,658	6,942,825	830,032.30	\$1,603.00	1.81		
Chicago, Ill.	247,363	119,499	370,732	50,232	642,852	1,098,107	131,983	52,040	51,655	7,618	18,610	3,411,245	37,885.20	4,298.50	12.77		
Boston, Mass.	184,865	38,897	375,555	58,350	245,179	546,525	132,077	26,570	31,477	2,445	9,324	1,787,043	21,994.30	1,577.70	7.98		
Philadelphia, Pa.	154,624	36,415	304,304	107,228	300,794	293,911	120,764	28,750	28,750	2,445	45,832	1,416,432	18,108.60	1,171.20	1.88		
San Francisco, Cal.	83,500	36,619	127,517	111,760	284,987	127,832	92,438	13,127	13,127	757	10,921	814,568	13,814.90	1,362.80	10.43		
Saint Louis, Mo.	79,510	38,114	121,517	3,380	286,987	814,998	101,384	44,261	44,643	2,618	7,684	440,968	10,200.70	255.20	2.56		
Brooklyn, N. Y.	79,529	22,478	121,508	14,210	381,004	12,897	72,760	22,570	22,609	2,618	2,583	1,012,863	7,022.50	412.40	6.23		
Cincinnati, Ohio	64,753	13,472	194,566	10,515	176,121	446,283	324,619	27,893	27,893	1,051	3,855	538,599	6,915.90	842.80	5.21		
Washington, D. C.	58,184	13,025	719,497	2,516	703,686	264,239	824,619	11,194	11,194	1,051	3,855	538,599	6,915.90	842.80	5.21		
New Orleans, La.	53,781	12,072	128,327	14,206	108,754	130,677	57,352	9,841	9,841	151	9,387	607,071	4,717.80	351.20	8.01		
Baltimore, Md.	58,403	6,587	149,675	1,400	118,167	188,401	55,321	9,841	9,841	151	9,387	607,071	4,717.80	351.20	8.01		
Cleveland, Ohio	42,809	4,364	119,558	3,074	100,286	322,636	18,272	9,583	9,583	3,855	3,855	538,599	6,915.90	842.80	5.21		
Buffalo, N. Y.	35,720	7,992	81,657	56,786	84,994	116,022	49,846	8,574	8,422	622	1,005	456,902	4,331.20	329.20	8.22		
Denver, Colo.	32,380	7,971	54,216	2,168	54,558	153,474	33,528	5,180	5,243	2	426	857,846	4,035.10	112.80	2.95		
Pittsburgh, Pa.	37,313	10,245	106,372	1,318	96,479	496,668	42,630	14,740	14,740	647	1,110	828,178	3,934.30	46.20	1.26		
Detroit, Mich.	25,676	11,245	118,275	36,649	88,749	150,731	36,929	7,840	7,840	866	1,106	481,243	3,754.00	413.00	12.35		
Milwaukee, Wis.	21,815	14,678	89,802	6,811	88,749	119,451	29,707	2,816	2,816	2,990	1,779	388,089	3,710.30	776.60	26.47		
Louisville, Ky.	25,676	11,245	118,275	36,649	88,749	119,451	29,707	2,816	2,816	2,990	1,779	388,089	3,710.30	776.60	26.47		
Providence, R. I.	8,326	8,326	28,504	1,268	32,777	170,226	26,001	1,102	1,102	1,097	1,990	156,143	3,476.20	137.30	1.94		
Portland, Oregon	28,377	5,265	106,372	1,268	32,777	170,226	26,001	1,102	1,102	1,097	1,990	156,143	3,476.20	137.30	1.94		
Minneapolis, Minn.	28,377	5,265	106,372	1,268	32,777	170,226	26,001	1,102	1,102	1,097	1,990	156,143	3,476.20	137.30	1.94		
Newark, N. J.	23,586	4,680	81,461	7,433	59,828	38,901	19,363	6,656	6,656	1,990	993	224,451	3,358.20	267.90	8.66		
St. Paul, Minn.	23,586	4,680	81,461	7,433	59,828	38,901	19,363	6,656	6,656	1,990	993	224,451	3,358.20	267.90	8.66		
Kansas City, Mo.	23,571	4,616	87,763	25,769	36,330	218,467	32,776	20,716	19,423	1,752	1,752	111,230	2,984.50	232.40	8.72		
Seattle, Wash.	22,009	4,850	87,647	8,436	22,117	40,318	32,856	2,625	2,625	1,232	1,544	593,360	2,921.40	232.40	8.72		
New Haven, Conn.	22,992	1,532	34,291	6,615	21,836	41,677	16,833	1,662	1,662	1,773	2,536	702,592	2,758.70	118.50	6.39		
Des Moines, Iowa.	25,768	1,532	34,291	6,615	21,836	41,677	16,833	1,662	1,662	1,773	2,536	702,592	2,758.70	118.50	6.39		
Los Angeles, Cal.	18,565	6,040	24,267	802	33,866	41,677	16,833	1,662	1,662	1,773	2,536	702,592	2,758.70	118.50	6.39		
Memphis, Tenn.	20,194	2,708	61,131	1,676	92,374	2,974	19,048	2,974	2,974	86	1,602	242,458	2,480.50	46.00	2.61		
Waterbury, Conn.	6,035	16,882	6,035	1,676	92,374	2,974	19,048	2,974	2,974	86	1,602	242,458	2,480.50	46.00	2.61		
Total	2,238,596	691,512	6,032,933	1,621,674	6,128,348	7,678,997	2,756,453	427,437	405,308	56,552	786,254	28,032,226	203,010.80	11,394.50	4.02		

* Includes third and fourth class parcels.

† Includes 222,680 postage-stamp and 6,644 postal-note packages.

‡ Decrease.

No. 16.—Statement showing the number and value of registered letters and parcels forwarded during the fiscal year ending June 30, 1892, for the Post-Office and Treasury Departments.

Description.	Number of packages.	Value.
Postage stamps from the New York agency	222, 632	\$51, 797, 770. 00
Stamped envelopes and newspaper wrappers from the Hartford agency ..	297, 828	11, 614, 998. 88
Postal cards from the Birmingham agency and the Chicago and St. Louis sub-agencies	118, 593	5, 117, 450. 00
Registered packages containing paid money orders and postal notes	*572, 200	137, 226, 534. 70
Surplus money-order funds remitted for deposit by registered mail	(*)	94, 349, 972. 48
Money-order funds remitted by draft in the registered mail	(*)	14, 000, 000. 00
Total for the Post-Office Department	1, 211, 258	314, 306, 728. 06
Secretary of the Treasury received	7, 061	106, 965, 791. 56
Secretary of the Treasury sent	571	922, 020. 00
Register of the Treasury received	2, 080	39, 359, 982. 33
Register of the Treasury sent	2, 931	53, 303, 110. 00
Commissioner of Internal Revenue received	5, 099	14, 656, 809. 56
Commissioner of Internal Revenue sent	53, 612	168, 067, 761. 61
United States Treasurer received	17, 917	3, 252, 907. 15
United States Treasurer sent	4, 512	6, 274, 388. 38
Sixth Auditor of the Treasury received	8, 364	35, 273. 97
Sixth Auditor of the Treasury sent	645	2, 620. 96
Assistant Treasurers of the United States received	67, 713	9, 564, 026. 83
Assistant Treasurers of the United States sent	7, 128	551, 157, 370. 66
Comptroller of the Currency received	1, 136	22, 349, 141. 00
Comptroller of the Currency sent	1, 805	8, 671, 270. 00
Total for the Treasury Department	181, 214	966, 582, 653. 51
Aggregate	1, 392, 472	1, 300, 889, 379. 57

* Estimated.

REPORT OF THE POSTMASTER-GENERAL.

Post-office.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Total special-delivery letters and parcels.	
Aberdeen, S. Dak.	54	34	34	34	51	63	65	199	65	199	5	204
Ablene, Kans.	38	40	30	30	31	43	43	43	43	43	1	152
Adrian, Mich.	100	97	104	103	112	130	138	431	138	431	31	462
Akron, Ohio.	589	616	578	103	681	645	743	2,408	743	2,408	374	2,782
Alameda, Cal.	289	314	325	15	280	330	333	1,207	333	1,207	34	1,241
Albany, N. Y.	2,491	2,753	2,943	341	3,585	3,309	3,522	11,807	3,522	11,807	913	12,720
Albion, Mich.	35	43	43	38	38	55	55	160	55	160	2	171
Albuquerque, N. Mex.			42	5	47	21	23	63	23	63	7	70
Alexandria, Va.	318	360	367	42	354	352	353	1,378	353	1,378	17	1,395
Allentown, Pa.	3,061	2,644	2,907	1,897	5,724	4,248	5,627	14,896	5,627	14,896	5,955	20,851
Allentown, Pa.	329	364	364	17	363	404	412	1,432	412	1,432	1	1,433
Alliance, Ohio.	156	168	172	4	171	188	200	679	200	679	20	699
Alpena, Mich.	39	31	33	1	32	43	45	144	45	144	5	149
Alton, Ill.	68	82	56	12	69	103	109	309	109	309	28	337
Altoona, Pa.	479	446	480	139	619	437	549	1,842	549	1,842	475	2,317
Americus, Ga.						105	108	105	108	105	3	108
Amesbury, Mass.	133	135	137	145	145	158	164	571	158	571	9	580
Amsterdam, N. Y.	179	183	185	210	210	176	184	703	176	703	38	741
Anderson, Ind.	145	162	171	19	204	212	226	716	226	716	48	764
Annapolis, Md.	117	171	329	13	210	240	281	897	281	897	2	899
Ann Arbor, Mich.	264	326	351	36	358	410	444	1,310	444	1,310	98	1,408
Ansonia, Ala.	187	75	81	2	153	148	150	598	150	598	15	613
Ansonia, Conn.	126	123	132	7	127	179	188	568	188	568	33	599
Ansonia, Conn.	48	71	76	77	83	110	117	346	117	346	21	367
Appleton, Wis.	40	46	48	55	58	51	51	214	51	214	3	218
Arkansas City, Kans.			98	175	180	332	340	1,877	340	1,877	36	1,913
Asbury Park, N. J.	1,150	220	228	6	317	321	342	1,183	342	1,183	48	1,231
Ashville, N. C.	287	232	283	18	316	159	162	586	162	586	69	655
Ashland, Wis.	131	137	151	6	168	169	176	586	176	586	3	589
Aspen, Colo.	40	18	18	89	89	29	32	176	32	176	3	179
Asstoria, Oregon	42	48	48	4	44	48	51	158	51	158	13	171
Atchison, Kans.	213	234	244	15	259	247	254	938	254	938	40	978
Athens, Ga.	73	92	76	77	77	100	105	341	105	341	8	349
Atlanta, Ga.	2,294	2,946	2,798	466	3,264	2,701	3,110	10,739	3,110	10,739	1,488	12,227
Atlantic, Iowa				35	40	35	35	75	35	75		75

Atlantic City, N. J.	2,368	2,371	428	5	483	560	1	561	1,381	4,727	25	4,732
Auburn, Me.	153	161	137	12	139	164	18	182	169	612	63	675
Auburn, N. Y.	342	354	347	7	354	391	12	401	344	1,424	44	1,468
Augusta, Ga.	466	498	556	23	579	519	28	546	538	2,079	95	2,174
Augusta, Me.	212	245	239	20	259	212	22	234	246	875	109	984
Aurora, Ill.	195	205	187	15	203	191	9	200	203	776	65	841
Austin, Tex.	839	858	444	24	468	365	28	393	386	1,531	104	1,635
Baltimore, Md.	10,295	13,399	11,737	3,914	15,651	11,281	4,380	15,661	11,976	45,229	15,975	61,204
Baltimore, Pa.	608	806	550	192	742	493	201	684	568	2,219	504	2,965
Batavia, N. Y.	126	140	128	17	145	121	20	148	129	753	68	872
Bath, Me.	241	249	149	14	165	173	8	176	170	188	39	230
Battle Creek, Mich.	137	149	135	20	155	129	8	137	170	191	61	632
Bay City, Mich.	290	287	243	21	264	219	10	249	302	308	44	1,108
Bayonne, N. J.	141	10	178	14	192	215	11	226	212	1,064	55	1,168
Beaumont, Tex.	85	89	84	5	89	61	2	63	87	310	13	323
Beaver Falls, Pa.	263	259	189	4	198	180	3	182	187	809	18	837
Bellefonte, Pa.	69	75	86	6	92	65	6	71	70	74	313	313
Bellville, Ill.	77	84	66	3	71	67	7	68	84	296	17	313
Beloit, Wis.	77	67	104	7	111	89	9	98	98	356	25	381
Bennington, Vt.	75	80	79	3	83	62	1	60	60	263	14	277
Berwick, Pa.	20	20	27	2	27	14	...	14	29	90	...	90
Bethlehem, Pa.	168	173	168	2	200	171	4	175	212	747	17	764
Beverly, Mass.	257	280	187	3	156	155	3	158	225	824	15	839
Biddeford, Me.	84	80	82	8	96	96	3	98	97	359	16	375
Binghamton, N. Y.	566	583	612	19	631	616	22	638	659	2,453	81	2,534
Birmingham, Ala.	594	598	630	27	668	643	25	693	589	2,485	78	2,563
Birmingham, Conn.	144	147	100	3	163	148	3	151	200	652	11	683
Bloomfield, N. J.	310	348	289	54	345	272	58	360	290	1,101	11	1,187
Bloomington, Ill.	33,732	6,519	38,506	11,070	50,476	37,550	13,068	51,018	40,607	150,485	45,015	196,510
Boston, Mass.	70	72	71	...	73	83	...	85	71	302	9	311
Bowling Green, Ky.	298	283	240	66	306	258	53	311	314	1,021	243	1,264
Bradford, Pa.	1,314	1,435	1,228	130	1,512	1,332	2	1,425	1,461	5,588	502	6,090
Bridgeboro, Vt.	111	111	109	107	109	107	107	107	125	2,437	2	2,484
Bridgeport, Conn.	532	567	590	40	630	560	68	648	663	2,267	221	2,508
Bridgeton, N. J.	11,476	13,569	14,224	2,951	17,175	15,045	3,080	18,125	16,390	57,141	11,075	68,210
Brockton, Mass.	162	164	141	21	162	102	...	162	195	690	23	683
Brunswick, Ga.	4,782	5,747	5,773	1,029	6,802	4,432	1,340	5,792	4,140	19,947	4,648	24,595
Burlington, Iowa	290	309	250	95	345	231	121	352	239	1,061	58	1,119
Burlington, Vt.	279	295	247	13	280	245	16	261	290	1,762	109	1,871
Burlington, Pa.	182	198	182	22	204	182	31	214	185	33	102	102
Butte City, Mont.	259	259	191	9	200	161	8	189	189	809	21	821
Butte City, Ill.	108	109	94	...	94	90	1	91	111	403	6	409
Calderwell, Idaho	4	4	2	...	2	2	...	2	2	10	...	10
Caldwell, Kans.	2	2	3	...	3	6	...	6	8	19	...	19
Camden, N. J.	903	941	937	54	991	970	76	1,046	1,011	3,821	215	4,038
Camden, N. Y.	65	69	78	1	79	88	1	89	69	314	6	320
Canton, Ill.	698	753	711	25	736	632	116	748	683	2,734	261	2,995
Carbondale, Pa.	63	65	82	1	83	75	1	76	100	320	4	324

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending September 30, 1891.			Quarter ending December 31, 1891.			Quarter ending March 31, 1892.			Quarter ending June 30, 1892.			Total 12 months ending June 30, 1892.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels posted for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels posted for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels posted for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels posted for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels posted for local delivery.	Total special-delivery letters and parcels.
Carlisle, Pa.	134	4	138	169	3	172	173	9	182	184	5	189	660	21	681
Carthage, Mo.	68	1	69	78	1	79	82	4	86	75	1	76	303	7	310
Cedar Falls, Iowa	231	33	266	225	37	262	198	44	242	228	35	263	882	8	890
Central Falls, R. I.	61	61	122	69	12	81	73	18	91	65	11	76	258	151	409
Chambersburg, Pa.	187	3	190	138	12	150	113	18	131	129	11	140	528	14	542
Champaign, Ill.	455	40	495	709	69	778	46	46	50	52	3	55	224	10	234
Charleston, S. C.	154	5	159	147	1	148	122	10	132	166	39	205	2,326	180	2,506
Charleston, W. Va.	120	120	240	152	1	153	128	10	138	166	2	168	589	18	607
Charlotte, N. C.	169	109	278	130	1	131	138	13	151	171	180	350	623	1	624
Charlotteville, Va.	885	39	924	816	39	855	825	59	884	814	27	841	3,310	104	3,414
Chattanooga, Tenn.	283	18	301	297	29	326	313	23	336	322	23	345	1,184	4	1,188
Chester, Pa.	70	4	74	62	8	70	39	23	62	63	1	64	254	98	352
Cheyenne, Wyo.	20,854	4,182	25,036	24,656	4,634	29,290	21,943	4,700	26,643	25,699	4,591	30,290	98,652	18,107	116,759
Chicago, Ill.	153	3	156	174	4	178	138	4	142	189	4	193	674	14	688
Chillicothe, Ohio	49	2	51	50	3	53	63	5	68	64	8	72	226	18	244
Chippewa Falls, Wis.	8,597	3,107	11,704	9,247	3,990	13,237	8,514	4,096	12,610	10,044	4,014	14,058	36,402	15,207	51,609
Cincinnati, Ohio	78	78	156	60	60	120	65	1	66	56	2	58	257	3	260
Cleveland, Tenn.	5,612	2,232	7,844	5,940	2,580	8,520	5,585	3,121	8,706	6,352	2,950	9,302	23,489	10,889	34,378
Cleveland, Ohio	23	23	46	25	25	50	28	28	56	30	30	60	106	31	137
Cleveland, Tenn.	64	6	70	94	8	102	79	8	87	161	9	170	338	31	369
Clinch, Iowa	117	1	118	97	3	100	101	4	105	121	2	123	436	10	446
Clinch, Mass.	120	120	240	189	189	378	115	115	230	121	1	122	502	1	503
Cobleskill, N. Y.	120	120	240	189	189	378	115	115	230	121	1	122	502	1	503
Coldwater, Mich.	286	10	296	313	6	319	284	17	301	401	13	414	1,284	46	1,330
Colorado Springs, Colo.	112	2	114	81	7	88	70	4	74	110	4	114	373	17	390
Columbia, Pa.	224	2	226	296	2	298	230	230	468	225	225	468	965	4	969
Columbia, S. C.	406	6	412	519	12	531	460	8	468	456	12	478	1,841	28	1,869
Columbus, Ga.	85	92	177	97	17	114	83	106	193	106	17	122	370	51	421
Columbus, Ind.	2,829	277	3,106	3,080	849	3,929	3,117	319	3,436	3,455	266	3,721	12,431	1,281	13,712
Columbus, Ohio	488	45	533	573	60	633	518	37	555	613	28	641	2,101	187	2,288
Concord, N. H.	57	1	58	61	3	64	60	3	63	65	1	66	263	5	268
Connersville, Ind.	57	1	58	61	3	64	60	3	63	65	1	66	263	5	268

Shenandoah, N. Y.	143	68	206	142	48	180	138	60	106	135	41	176
Sherburne, N. Y.	130	182	152	155	1	156	180	3	133	120	6	641
Sherburne, N. Y.	43	43	66	66	4	70	61	6	51	39	5	535
Shenandoah, Tex.	130	138	138	151	8	159	118	6	134	184	33	283
Shenandoah, Iowa	320	300	300	316	16	316	287	19	303	291	16	616
Shenandoah, Ky.	678	645	645	668	48	716	677	53	630	654	177	1,373
Shenandoah, Ind.	128	128	128	133	5	138	150	4	124	183	31	2,644
Shenandoah, Ind.	60	64	64	64	4	67	150	2	154	147	19	562
Shenandoah, Md.	281	285	285	317	17	334	266	12	278	242	10	1,269
Shenandoah, Tex.	712	740	740	771	53	1,124	925	91	918	768	88	3,683
Shenandoah, Tenn.	247	281	281	310	21	331	281	12	283	268	13	1,184
Shenandoah, Ill.	241	262	262	212	14	228	170	18	164	182	14	1,879
Shenandoah, Va.	61	63	63	63	7	63	170	3	163	106	16	643
Shenandoah, Iowa	128	283	283	321	170	321	128	173	302	245	130	1,221
Shenandoah, Va.	137	137	137	131	170	131	12	1	13	17	1	49
Shenandoah, Ohio	1,437	1,600	1,600	1,507	188	1,685	1,579	74	1,653	1,722	52	7,774
Shenandoah, Ohio	301	314	314	296	21	319	223	21	254	321	22	6,720
Shenandoah, Ohio	114	128	128	141	17	156	104	3	87	70	3	130
Shenandoah, Tex.	83	63	63	77	4	77	83	2	85	68	5	548
Shenandoah, Colo.	3,840	4,528	4,528	3,581	834	4,415	3,179	1,002	4,181	3,686	888	288
Shenandoah, Iowa	829	939	939	793	147	940	791	158	949	774	152	17,098
Shenandoah, Mich.	4,155	6,200	6,200	4,057	2,047	6,104	3,741	2,024	5,765	4,435	2,124	24,628
Shenandoah, Me.	82	32	32	34	1	35	19	1	19	22	3	110
Shenandoah, Ill.	43	48	48	42	2	44	40	3	43	55	2	192
Shenandoah, N. H.	227	251	251	282	89	321	228	39	287	284	18	282
Shenandoah, Iowa	318	347	347	348	32	380	299	37	336	350	54	1,001
Shenandoah, Minn.	429	539	539	538	128	666	554	123	677	568	99	1,121
Shenandoah, N. J.	106	107	107	111	11	111	25	2	27	16	16	1,315
Shenandoah, N. Y.	66	66	66	83	5	83	90	8	98	104	5	404
Shenandoah, N. C.	161	164	164	192	4	195	151	6	157	184	9	1,009
Shenandoah, Ohio	399	445	445	459	66	525	443	79	523	450	73	394
Shenandoah, N. J.	409	461	461	530	30	560	546	66	612	622	59	905
Shenandoah, Ill.	75	75	75	83	4	87	98	3	101	114	4	193
Shenandoah, Wis.	218	241	241	230	32	262	210	35	245	223	34	1,181
Shenandoah, N. J.	153	175	175	119	11	130	146	23	169	125	26	1,005
Shenandoah, N. J.	632	733	733	687	110	797	675	127	802	674	108	1,065
Shenandoah, Ind.	124	124	124	119	4	123	125	5	130	138	12	1,114
Shenandoah, N. Y.	760	791	791	715	59	774	747	51	768	809	58	3,220
Shenandoah, Tex.	39	42	42	75	1	76	85	6	81	74	6	3,031
Shenandoah, Ohio	115	118	118	84	25	99	85	6	91	85	1	379
Shenandoah, Kans.	87	89	89	98	25	123	131	20	151	107	27	389
Shenandoah, Pa.	20	21	21	15	11	15	16	1	16	23	23	487
Shenandoah, Ill.	513	521	521	541	11	552	501	8	509	506	13	75
Shenandoah, Pa.	688	745	745	748	81	829	653	58	711	748	281	2,101
Shenandoah, Cal.	221	226	226	231	14	245	230	26	295	313	19	3,053
Shenandoah, Ill.	520	552	552	518	45	563	515	24	539	518	37	74
Shenandoah, Ind.	259	264	264	269	9	269	258	2	269	269	3	1,068
Shenandoah, Mass.	757	826	826	758	72	830	744	98	843	803	19	2,209
Shenandoah, Mass.	100	182	182	147	17	164	129	14	143	911	381	1,084
Shenandoah, N. Dak.	100	182	182	147	17	164	129	14	143	168	62	2,481
Shenandoah, N. Dak.	100	182	182	147	17	164	129	14	143	168	62	2,481

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending September 30, 1891.			Quarter ending December 31, 1891.			Quarter ending March 31, 1892.			Quarter ending June 30, 1892.			Total 12 months ending June 30, 1892.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels arriving from other places.	Total special-delivery letters and parcels.
Faribault, Minn.	1		1		6	6	38	2	40	66	5	71	104	7	111
Faulton, S. Dak.															13
Fayette C. H., Ala.	253	38	291	322	25	347	213	19	232	214	66	290	1,002	2	1,150
Findlay, Ohio	404	27	431	440	33	473	453	33	486	474	28	502	1,771	121	1,892
Fitchburg, Mass.	145	17	162	116	17	133	107	20	127	101	2	103	469	56	525
Flint, Mich.	173	9	182	246	5	251	211	13	224	251	8	259	881	35	916
Ft. Wayne, N. Y.	2		2	1		1	1		1			5	9		9
Fond du Lac, Wis.	94		94	96		96	83		83	95		95	368		368
Fort Dodge, Iowa.							27	2	29	80	3	33	57	5	62
Fort Madison, Iowa.	50		50	64		64	69		69	67		67	250	3	253
Fort Scott, Kans.	103	4	107	138	8	146	114	6	120	126	2	128	481	20	501
Fort Smith, Ark.	148	3	151	170		170	138	3	141			82	536	8	544
Fort Wayne, Ind.	746	148	894	859	192	1,051	799	207	1,006	745	153	898	3,149	700	3,849
Fort Worth, Tex.	550	62	612	540	40	580	460	30	490	480	62	542	2,080	194	2,274
Forrest, Ohio	82	7	89	85	4	89	91	13	104	113	8	116	371	27	398
Frankfort, Ind.							90		90	75	4	79	165	13	178
Frankfort, Ky.	215	3	217	215	2	217	276		276	260	9	269	966	13	979
Franklin, Pa.	141	4	145	128	6	134	192	16	208	121	9	130	582	35	617
Frederick, Md.	217	1	218	182	1	183	194	8	197	199	2	201	792	7	799
Fresport, Ill.	120	2	122	102	3	105	118	5	123	82	3	95	363	12	375
Fremont, Neb.	83	5	88	83	2	85	103		105	94	2	96	363	11	374
Fremont, Ohio	110	12	122	150	7	157	99	7	106	122	2	134	491	28	519
French, Cal.	120	13	133	488	153	641	427	109	538	416	88	614	1,451	373	1,824
Gainesville, Tex.	44		44	93		93	57		60	57		60	231		250
Galveston, Tex.	170	18	188	201	19	220	169	20	189	224	19	243	764	78	842
Galveston, Tex.	450	82	532	668	117	785	531	131	662	428	69	494	2,074	309	2,383
Genoa, N. Y.	184	2	186	142	4	146	157	4	161	210	10	220	643	20	663
Gig Harbor, Wash.															581
Glen Falls, N. Y.	164		164	123	4	127	123		119	121	4	125	520	11	531
Gloucester, Mass.	348	23	371	221	6	227	223	16	239	254	6	260	1,046	51	1,096
Gloversville, N. Y.	134	4	138	147	6	153	189	12	151	143	12	153	565	34	597
Goliad, Tex.															11
Gothen, Ind.	62	13	75	58	21	79	77	11	88	79	10	89	339	61	400

Grand Forks, N. Dak.	68	4	73	60	7	78	84	5	39	83	87	254	20	274
Grand Island, Nebr.	97	1	98	52	5	97	954	4	76	89	89	350	10	860
Grand Rapids, Mich.	984	80	1, 073	1, 009	113	1, 122	954	96	1, 060	904	1, 088	3, 851	482	4, 833
Greeley, Colo.														
Green Bay, Wis.	68	7	75	65	9	74	60	1	70	33	33	32	1	33
Greeneboro, N. C.	70	2	81	88	88	88	88	1	89	60	62	262	19	281
Greenville, Pa.	216	23	238	304	13	316	251	17	268	90	91	365	5	365
Greenville, S. C.	99	3	103	133	3	136	95	4	99	235	246	1, 046	62	1, 068
Hackensack, N. J.	83	3	83	99	2	101	88	2	90	101	108	428	18	446
Hagerstown, Md.	297	6	303	243	3	243	217	5	222	91	92	361	5	366
Hamilton, Ohio	301	29	330	293	63	356	393	27	430	206	209	990	17	977
Hannibal, Mo.	134	9	143	158	6	164	144	13	157	367	411	1, 374	143	1, 517
Harrisburg, Pa.	926	101	1, 027	1, 163	123	1, 266	1, 230	137	1, 367	1, 269	1, 390	4, 588	483	5, 070
Harrison, Ohio	12	13	13	13	8	13	2, 381	701	3, 082	10	10	43	43	43
Hartford, Conn.	2, 114	492	2, 606	2, 496	674	3, 170	2, 381	3	3, 082	2, 632	3, 430	9, 673	2, 615	12, 288
Hastings, Neb.	63	1	64	78	3	81	63	3	66	84	84	288	7	295
Haverhill, Mass.	681	123	784	741	153	894	677	194	871	773	935	2, 852	632	3, 484
Hadeton, Pa.	118	22	140	136	12	151	135	14	149	122	135	514	91	573
Helena, Mont.	251	11	262	241	13	254	200	47	247	228	268	920	111	1, 031
Henderson, Ky.				63	2	65	23		23	89	92	175	5	1, 180
Hephzibah, Ga.				1		1	3							4
Hillsdale, Mich.							54	3	57	54	59	108	4	116
Hoboken, N. J.	596	9	605	644	6	650	693	12	700	878	890	2, 808	8	2, 845
Holyoke, Mass.	551	84	635	578	98	678	592	86	648	596	638	2, 277	320	2, 597
Hoosick Falls, N. Y.										63	68	63	3	66
Hornellville, N. Y.	124	3	127	136	18	144	124	10	134	138	145	512	98	550
Hot Springs, Ark.	140	2	143	180	2	182	350	8	353	293	308	1, 073	18	1, 089
Houston, Tex.	659	36	695	801	57	868	698	65	753	970	64	2, 718	222	2, 840
Hudson, N. Y.	149		149	162		162	182	11	182	136	171	648	28	674
Huntingdon, Pa.	66	2	71	98	6	74	63	4	69	69	68	271	14	288
Huntingdon, Ind.										67	68	67	1	68
Huntington, W. Va.										144	144	144		144
Huntsville, Ala.										73	73	73		73
Huron, S. Dak.	52		52	31	7	38	28	8	36	28	32	139	19	158
Hutchinson, Kans.	169		169	143	4	147	96	2	99	150	152	558	8	606
Hyatleville, Md.	22		22	15	6	15	20		20	14	14	71		71
Rye Park, Mass.	241	5	246	325		325	289	25	314	291	325	1, 140		1, 210
Indianapolis, Ind.	4, 113	2, 009	6, 113	4, 000	2, 262	6, 262	3, 876	2, 250	6, 136	3, 982	2, 575	15, 971	9, 087	26, 058
Ionia, Mich.	51		51	51	1	53	35	35	35	50	50	188	1	188
Iowa City, Iowa	58	8	66	71	6	77	57	8	77	21	22	236	31	267
Iron Mountain, Mich.							28	1	29	21	22	49	2	51
Ironton, Ohio	59	1	60	80	3	83	76	5	81	115	117	330	11	341
Ischepmich, Mich.				28		28	43		43	50	54	121	4	125
Ithaca, N. Y.	270	29	319	347	54	401	368	86	452	361	446	1, 364	254	1, 618
Jackson, Mich.	236	25	261	263	28	291	226	31	257	286	313	1, 011	111	1, 122
Jackson, Miss.	114	2	116	180	2	182	210	5	215	139	145	643	-	658
Jackson, Tenn.				135	101	135	101		101	168	169	404	1	405
Jacksonville, Fla.	387	26	413	625	54	679	998	42	1, 040	693	715	2, 703	144	2, 847
Jacksonville, Ill.	164	13	177	179	7	186	149	9	158	138	163	650	34	684
Jamestown, N. Y.	300	16	316	273	15	288	223	13	236	334	340	1, 130	50	1, 180
Janesville, Wis.	108	4	112	94	6	100	102	3	105	110	112	414	15	429
Jefferson City, Mo.	52		52	48		48	87	1	88	90	92	277	3	280

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	Special-delivery letters and parcels from post-offices.	Special-delivery letters and parcels from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels from post-offices.	Special-delivery letters and parcels from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels from post-offices.	Special-delivery letters and parcels from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels from post-offices.	Special-delivery letters and parcels from other places.	Total special-delivery letters and parcels.	Special-delivery letters and parcels from post-offices.	Special-delivery letters and parcels from other places.	Total special-delivery letters and parcels.
Jeffersonville, Ind.	73		73	88	2	90	85	97	98	341	5	346	5	341	346
Jenkintown, Pa.	35		35	39		39	40	48	48	161	1	162	1	161	162
Jersey City, N. J.	142		142	166		166	175	176	2,640	9,244	659	9,903	659	9,244	9,903
Johannston, N. Y.	67		67	67		67	92	100	101	325	4	329	4	325	329
Johannston, Pa.	380		380	464		464	443	448	508	1,692	180	1,872	180	1,692	1,872
Joliet, Ill.	173		173	141		141	144	175	194	686	65	751	65	686	751
Joplin, Mo.	264		264	272		272	274	281	287	84	84	371	84	84	371
Kalamazoo, Mich.	42		42	41		41	32	33	28	1,071	141	1,212	141	1,071	1,212
Kankakee, Ill.	54		54	46		46	2	53	59	216	113	332	113	216	332
Kansas City, Kans.	288		288	306		306	315	319	347	1,189	116	1,305	116	1,189	1,305
Kansas City, Mo.	3,560		3,560	3,707		3,707	4,455	3,642	4,351	14,001	2,918	17,319	2,918	14,001	17,319
Kearney, Neb.	83		83	85		85	77	85	87	324	17	341	17	324	341
Keene, N. H.	123		123	142		142	135	135	166	553	39	592	39	553	592
Kenton, Ohio	66		66	45		45	2	69	71	230	10	240	10	230	240
Keokuk, Iowa	170		170	129		129	131	123	138	542	51	593	51	542	593
Knoxville, Tenn.	661		661	631		631	527	577	669	2,396	354	2,750	354	2,396	2,750
Kokomo, Ind.	95		95	117		117	101	128	145	441	32	473	32	441	473
Kutztown, Pa.	9		9	12		12	9	10	10	40	40	40	40	40	40
La Crosse, Wis.	30		30	243		243	257	260	335	1,009	178	1,187	178	1,009	1,187
Lafayette, Ind.	86		86	397		397	398	427	574	1,633	690	2,153	690	1,633	2,153
Lancaster, Ohio							13	138	146	263	19	282	19	263	282
Lancaster, Pa.	685		685	779		779	679	643	687	2,986	216	3,202	216	2,986	3,202
Lansing, Mich.	252		252	238		238	243	277	280	1,010	81	1,091	81	1,010	1,091
Lapeere, Ind.	74		74	82		82	75	69	62	287	9	296	9	287	296
La Salle, Ill.							32	31	31	63	2	65	2	63	65
Laurel, Md.	24		24	19		19	33	40	40	116	34	150	34	116	150
Lawrence, Kans.	137		137	146		146	11	145	169	569	34	603	34	569	603
Lawrence, Mass.	764		764	824		824	842	907	1,054	3,337	591	3,928	591	3,337	3,928
Leadville, Colo.	248		248	237		237	304	218	261	801	166	967	166	801	967
Leavenworth, Kans.	196		196	212		212	201	219	231	851	64	915	64	851	915
Lebanon, Pa.	192		192	193		193	182	186	188	753	31	883	31	753	883
Lewistown, Me.	243		243	277		277	310	278	297	1,110	79	1,189	79	1,110	1,189
Lexington, Ky.	869		869	871		871	884	1,068	1,207	3,639	223	3,862	223	3,639	3,862
Lima, Ohio	230		230	317		317	304	287	309	1,132	108	1,240	108	1,132	1,240

Lincoln, Ill.	44	1	53	77	88	261	2	263
Lincoln, Neb.	315	28	975	911	940	3,141	160	3,310
Little Falls, N. Y.	74	8	106	90	118	120	10	401
Little Rock, Ark.	428	24	509	482	486	532	180	2,089
Lock Haven, Pa.	120	12	132	106	130	148	42	527
Lockport, N. Y.	227	21	248	230	256	295	84	1,052
Logansport, Ind.	237	11	248	223	224	225	84	885
Long Island City, N. Y.	236	11	241	247	253	296	84	1,056
Los Angeles, Cal.	190	100	1,115	1,303	1,866	1,600	915	5,818
Louisville, Ky.	2,449	650	4,021	3,766	5,925	4,772	3,205	18,366
Lowell, Mass.	1,456	401	1,402	1,661	1,820	2,315	2,238	8,560
Ludlow, Vt.	13	8	13	6	30	47	47	47
Lynchburg, Va.	608	15	621	440	553	2,022	51	2,073
Lynn, Mass.	271	263	1,726	1,730	1,839	2,227	1,308	8,300
Mackeesport, Pa.	383	49	382	361	377	478	196	1,624
Macon, Ga.	773	73	846	920	942	991	306	4,092
Madison, Ind.	87	1	86	73	86	86	312	715
Madison, Wis.	291	21	312	270	294	327	80	1,231
Mahanoj City, Pa.	42	5	47	56	64	67	22	236
Malden, Mass.	732	31	763	800	823	815	111	3,253
Manchester, N. H.	834	53	898	948	966	1,013	258	3,963
Manitowish, Mich.	44	1	45	38	22	19	1	124
Manitowish, Wis.	89	6	95	108	106	108	49	421
Manitowish, Ohio	319	10	329	281	303	294	49	1,220
Marion, Fla.	9	9	12	5	5	2	28	507
Marietta, Ohio	116	8	124	137	111	120	28	507
Marietta, Wis.	119	3	122	106	112	131	131	131
Marion, Ohio	108	5	113	90	92	138	20	470
Marlboro, Mass.	185	4	180	181	184	201	13	421
Marquette, Mich.	91	2	93	74	61	77	19	786
Marshalltown, Iowa	96	5	101	93	87	119	5	348
Marshalltown, Ohio	173	8	181	179	106	80	29	376
Massillon, Ohio	173	8	181	179	106	158	34	678
Massillon, Ohio	173	8	181	179	106	158	34	678
Mayville, Ky.	4	4	9	67	68	119	1	120
Mayville, Wis.	221	34	255	260	268	298	20	1,107
Medford, Pa.	284	5	288	311	316	364	157	1,107
Medford, Mass.	244	2	246	287	313	303	113	1,295
Medford, Tenn.	1,132	164	1,296	1,417	1,495	1,894	1,123	6,883
Medford, Conn.	32	2	36	32	33	40	142	142
Medford, Mich.	445	19	464	471	511	537	105	2,105
Medford, Ohio	84	84	147	148	164	104	500	1,853
Medford, Conn.	317	6	317	361	327	350	61	1,853
Medford, N. Y.	191	21	212	181	200	238	97	904
Medford, N. Y.	89	3	92	90	91	83	8	369
Medford, Va.	128	1	128	115	115	138	14	513
Medford, Mass.	128	1	128	115	115	138	14	513
Medford, N. J.	2,785	542	3,327	2,855	3,313	3,842	2,518	13,878
Minneapolis, Minn.	4,601	1,530	4,346	3,747	6,257	7,555	9,215	28,647

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	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels delivered to local delivery-ery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels delivered to local delivery-ery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels delivered to local delivery-ery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels delivered to local delivery-ery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels delivered to local delivery-ery.	Total special-delivery letters and parcels.
Moberly, Mo.	40	36	76	53	48	101	54	48	102	50	43	93	177	4	181
Mobile, Ala.	361	489	850	448	418	866	660	418	1,078	625	418	1,043	1,687	683	2,370
Moline, Ill.	46	64	110	7	72	79	44	72	79	79	72	79	219	9	240
Monmouth, Ill.	67	60	127	55	56	111	55	56	111	57	56	113	219	9	240
Monroe, Mich.	45	45	90	37	51	72	37	51	72	57	72	129	178	21	240
Montclair, N. J.	224	265	489	291	265	556	291	265	556	271	265	536	1,035	20	1,099
Montgomery, Ala.	477	539	1,016	532	525	1,057	544	525	1,069	572	525	1,097	1,685	84	1,964
Montpelier, Vt.	85	76	161	65	98	163	68	98	166	100	98	198	2,083	7	2,177
Morrison, Ark.	353	433	786	373	467	840	410	467	877	565	467	1,032	1,628	119	1,744
Morrisown, N. J.	311	323	634	341	42	383	390	359	749	387	42	429	1,344	4	1,431
Mount Pleasant, Iowa	89	73	162	60	77	137	60	77	137	78	77	155	299	36	381
Mount Vernon, Ohio	147	171	318	184	207	391	214	207	421	215	207	422	719	36	755
Muncie, Ind.	68	57	125	56	50	106	61	50	111	56	50	106	231	17	248
Muscatine, Iowa	136	135	271	144	111	255	155	111	266	145	111	256	561	41	592
Muskogon, Mich.	430	391	821	416	28	444	442	460	902	497	460	957	1,697	109	1,806
Nanticoke, Pa.	1,882	1,331	3,213	1,779	206	1,985	1,985	2,148	4,133	2,338	1,950	4,288	7,740	774	8,514
Nashua, N. H.	106	144	250	112	3	115	115	125	238	128	3	131	487	11	498
Nashville, Tenn.	6	4	10	188	17	205	205	188	393	203	14	417	377	31	408
Natchez, Miss.	85	71	156	91	5	96	4	11	15	11	5	16	25	.....	25
Natick, Mass.	31	19	50	19	16	35	19	16	35	68	16	84	313	17	330
National Soldiers' Home, Va.	52	36	88	36	42	78	37	45	82	16	75	91	75	.....	75
Nebrauka City, Nebr.	173	191	364	194	6	200	200	228	428	231	6	237	764	18	180
Nevada, Mo.	12	18	30	13	15	28	13	18	31	231	18	249	892	10	892
New Albany, Ind.	2,318	3,822	6,140	3,763	1,097	4,860	4,960	4,076	9,036	5,347	1,271	6,617	14,979	4,215	18,814
Newark, Del.	2,172	183	2,355	151	8	159	159	155	314	190	5	19	3,961	23	3,984
Newark, Ohio	1,093	6	1,099	899	87	986	986	1,042	1,966	1,131	86	1,217	3,801	318	4,119
New Bedford, Mass.	248	232	480	246	16	262	262	314	576	329	19	348	1,040	55	1,144
New Brighton, N. Y.	287	309	596	321	20	341	361	392	753	415	13	428	1,303	40	1,393
New Britain, Conn.	267	319	586	321	22	343	363	392	755	415	13	428	1,303	40	1,393
New Brunswick, N. J.	377	412	789	437	32	469	469	508	977	538	30	568	1,734	101	1,835

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	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Peabody, Mass.	126	8	128	123	4	127	125	10	135	144	8	152	517	23	542
Peekskill, N. Y.	202	10	212	168	8	176	114	3	117	195	11	206	679	32	711
Pekin, Ill.	50	4	54	58	10	68	66	6	62	55	8	63	228	28	256
Pensacola, Fla.	58	5	63	76	5	81	90	12	102	108	8	111	332	20	352
Peoria, Ill.	982	143	1,124	872	147	1,019	877	151	1,028	1,007	13	1,160	3,738	593	4,331
Petersburg, Va.	837	8	845	410	13	423	334	8	342	392	13	405	1,473	42	1,515
Philadelphia, Pa.	23,916	7,643	31,559	26,662	12,055	38,717	26,411	12,451	38,862	30,739	11,811	42,550	107,728	43,980	151,688
Pine Bluff, Ark.	167	14	181	165	22	187	155	3	158	132	2	134	619	49	668
Piqua, Ohio.	137	7	144	161	18	179	159	15	174	198	9	207	655	9	704
Pittsburg, Pa.	8,703	7,625	16,328	8,638	8,327	17,165	8,109	8,007	16,116	9,571	7,108	16,679	35,221	31,067	66,288
Pittsfield, Ill.	392	8	398	10	7	17	7	7	7	9	9	9	34	34	34
Pittsfield, Mass.	392	21	383	397	51	448	309	23	332	340	42	382	1,408	137	1,545
Pittston, Pa.	97	12	109	106	6	114	100	9	109	93	8	101	398	35	433
Plainfield, N. J.	387	11	398	371	13	384	439	15	504	506	13	519	1,753	52	1,805
Plattsburgh, N. Y.	88	2	90	65	5	70	67	3	70	80	3	83	300	8	308
Plymouth, Mass.	215	2	217	138	10	148	180	12	192	206	11	217	739	35	774
Pontiac, Mich.	80	4	84	66	3	69	66	68	68	61	1	62	286	8	294
Port Huron, Mich.	157	6	163	121	2	123	116	4	120	100	8	108	483	20	513
Port Jervis, N. Y.	80	8	97	104	8	112	94	6	100	76	5	81	363	27	390
Portland, Me.	1,571	364	1,935	1,512	283	1,895	1,572	372	1,944	1,790	249	2,139	6,445	1,468	7,913
Portland, Ore.	1,919	199	2,118	1,830	173	2,003	1,511	198	1,709	1,712	178	1,890	6,972	748	7,720
Portsmouth, N. H.	307	316	623	274	6	280	255	3	258	289	4	271	1,099	25	1,124
Portsmouth, Ohio	146	3	150	151	12	163	149	10	159	137	4	141	583	30	613
Portsmouth, Va.	166	3	169	133	12	145	164	3	167	151	1	162	624	2	626
Port Townsend, Wash.	147	7	154	181	8	189	22	22	23	25	1	26	47	2	49
Pottsville, Pa.	147	29	176	186	11	197	186	11	197	224	1	226	738	27	765
Pottsville, Pa.	247	29	276	268	35	303	268	35	303	274	24	298	1,094	115	1,209
Poughkeepsie, N. Y.	607	38	645	571	43	614	579	69	648	716	54	772	2,473	208	2,681
Princeton, N. J.	83	12	95	85	35	120	79	28	107	289	34	303	863	109	972
Providence, R. I.	3,681	745	4,426	4,227	858	5,085	4,061	884	4,945	4,451	1,090	5,541	16,450	8,527	24,977
Pueblo, Colo.	270	25	295	234	22	256	246	37	283	316	63	379	1,171	147	1,318
Quincy, Ill.	378	62	440	357	78	435	350	108	458	359	446	446	1,444	336	1,779
Quincy, Mass.	231	23	254	246	25	271	215	21	236	329	43	372	1,051	112	1,163
Racine, Wis.	284	15	299	244	27	271	207	23	230	240	23	273	945	96	1,041

Raleigh, N. C.	267	9	276	809	15	324	274	13	287	343	15	558	1,193	52	1,245
Reading, Pa.	745	105	860	777	116	883	770	119	880	864	97	961	2,186	427	3,583
Red Wing, Minn.	97	13	100	77	4	77	67	10	77	80	5	85	80	51	3,248
Richmond, Ind.	386	10	398	423	27	449	419	31	450	375	17	392	1,692	85	1,687
Richmond, Va.	1,914	146	2,080	2,457	124	2,591	2,136	205	2,841	2,464	187	2,651	8,677	672	9,643
Riverside, Cal.							4		44	36		38	82		
Rosario, N. Y.	391	10	401	332	8	343	286	6	392	385	22	408	1,498	40	1,484
Robinson, N. Y.						6	5		6	13		13	28		139
Rochester, Minn.	92	4	96	32	2	84	43	4	48	37		39	163	12	185
Rochester, N. Y.	2,912	1,199	4,111	3,140	1,865	4,565	3,111	1,871	4,482	3,417	1,383	4,860	12,640	5,318	17,953
Rockford, Ill.	286	41	227	306	53	363	269	40	306	295	45	340	1,139	179	1,338
Rock Island, Ill.	128	9	137	142	12	154	121	9	140	186	5	164	517	38	585
Rockland, Me.	135	2	137	98	3	98	106	2	108	133	5	138	469	12	481
Rockville, Md.	57	1	58	62		62	62		62	62		62	243	1	244
Rome, Ga.	189		189	223		223	176	4	180	166	7	166	754	4	758
Rome, N. Y.	144	11	155	150	9	169	138	9	147	149		156	681	36	617
Roseburg, Oregon			6	5		5	3		3	3		3	16		16
Roseville, Cal.															
Rutland, Vt.	254	3	237	230	3	233	204	2	206	210	1	211	898	9	907
Sacramento, Cal.	987	129	1,118	927	135	1,082	833	147	1,080	1,073	122	1,195	3,920	533	4,453
Saginaw, East Side, Mich.	400	28	426	412	27	439	376	41	417	482	43	525	1,670	137	1,807
Saginaw, West Side, Mich.	101	5	106	98		98	82	6	88	126	3	129	1,407	14	1,421
St. Albans, Vt.	94	3	97	74	5	79	77	13	89	86	6	92	331	27	358
St. Cloud, Minn.	63	5	68	78	12	90	82	7	89	95	6	100	318	29	347
St. Johnsbury, Vt.	61	3	64	65	5	70	79	8	87	61	3	64	266	19	285
St. Joseph, Mo.	1,076	93	1,169	1,111	93	1,204	946	89	1,035	995	115	1,110	4,128	390	4,518
St. Louis, Mo.	1,289	1,289	6,894	6,598	1,465	8,063	6,051	1,462	7,513	6,318	1,488	7,806	24,572	5,704	30,276
St. Paul, Minn.	3,655	1,184	4,839	4,023	1,416	5,439	3,509	1,578	5,087	4,176	1,707	5,883	15,363	5,883	21,246
Salem, Mass.	733	128	861	793	133	926	814	187	1,001	839	257	1,066	3,179	705	3,884
Salem, Ohio	151	5	156	157	7	164	146	3	149	192	127	214	646	137	788
Salem, Oregon	98	3	101	123	2	125	97	10	107	97	5	102	415	20	435
Salina, Kans.	137	3	138	138		138	143	2	145	141		141	549	5	554
Salt Lake City, Utah	735	113	848	740	64	804	635	79	714	605	82	777	2,805	338	3,143
San Antonio, Tex.	1,000	43	1,043	1,004	74	1,078	996	95	1,031	907	78	995	3,817	290	4,137
San Bernardino, Cal.	58		58	76	2	76	89	3	92	74	2	76	297	7	304
San Diego, Cal.	155	7	163	190	12	202	187	16	203	199	10	209	731	45	776
Sandusky, Ohio	209	49	258	190	225	225	175	28	203	199	46	206	794	158	952
San Francisco, Cal.	9,081	4,863	13,943	9,889	5,467	15,356	9,372	4,476	13,848	10,034	4,868	14,900	38,376	19,671	58,047
San Jose, Cal.	611	17	628	681	30	681	548	13	581	636	35	671	2,487	95	2,581
Santa Barbara, Cal.	31		31	60	4	64	54		58	52		53	197	10	207
Santa Cruz, Cal.	237	3	240	110	8	118	110	1	111	149	8	157	696	29	626
Santa Rosa, Cal.	77	9	86	52	1	53	80	3	83	92	3	95	301	16	317
Saratoga Springs, N. Y.	1,349	36	1,385	224	10	234	278	6	284	458	13	471	2,309	65	2,374
Sardinia, Miss.	8		8	14		14	11		11	6		6	39		39
Savannah, Ga.	792	81	843	998	142	1,140	942	125	1,027	867	104	971	3,529	452	3,981
Schenectady, N. Y.	191	12	203	250	6	258	292	6	298	249	92	257	982	72	1,014
Scranton, Pa.	650	108	763	763	150	943	689	139	819	881	130	1,014	3,016	518	3,534
Sea Isle City, N. J.	84	2	86	56		56	11		11	9		59	59		61
Seattle, Wash.	588	62	650	567	70	627	509	71	580	587	65	652	2,251	283	2,539
Seattle, Mo.	135	5	160	189	10	199	107	6	167	189	6	196	681	27	731
Seaford, Del.	1		1	5		5	2		3	3		3	12		12
Selma, Ala.	94	1	95	118	1	119	126	3	129	136	3	139	474	8	482

No. 17.—Statement showing the operations of the special-delivery system at all the free-delivery post-offices, etc.—Continued.

Post-office.	Quarter ending September 30, 1891.			Quarter ending December 31, 1891.			Quarter ending March 31, 1892.			Quarter ending June 30, 1892.			Total 12 months ending June 30, 1892.		
	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels arriving from other places.	Special-delivery letters and parcels deposited for local delivery.	Total special-delivery letters and parcels.
Seneca Falls, N. Y.	90	6	96	85	11	96	79	9	88	88	4	92	342	28	370
Shamokin, Pa.	96	5	101	80	1	81	99	10	109	97	12	111	372	2	374
Sharon, Pa.	123	5	128	96	3	99	108	10	118	139	8	147	466	20	486
Sheboygan, Wis.	62	6	68	75	5	80	59	5	64	64	7	71	280	23	303
Shenandoah, Pa.	45	1	46	46	3	49	66	2	68	49	50	99	240	7	247
Sherman, Tex.	60	60	120	96	96	192	81	81	162	70	3	73	307	3	310
Shoemaker'sville, Pa.	3	3	6	1	1	2	81	2	83	70	3	73	307	3	310
Shreveport, La.	83	83	166	117	1	118	71	2	73	95	4	99	366	7	373
Sidney, Ohio.	127	127	254	122	1	123	57	3	60	80	6	86	177	8	185
Sing Sing, N. Y.	510	26	536	718	29	747	148	1	149	177	1	180	574	1	575
Sloux Falls, S. Dak.	152	6	158	137	4	141	156	11	167	763	8	771	2,662	74	2,736
South Bend, Ind.	253	33	286	262	30	292	218	26	244	169	9	178	614	36	650
South Bethlehem, Pa.	103	103	206	185	2	187	149	4	153	237	31	268	970	120	1,090
South Framingham, Mass.	44	44	88	132	11	143	164	9	173	209	5	214	373	12	385
South Norwalk, Conn.	117	3	120	126	2	128	160	6	166	77	2	79	413	20	433
Spokane, Wash.	339	26	365	291	25	316	117	1	118	95	9	104	455	15	470
Springfield, Ill.	418	66	484	431	102	533	257	17	274	417	13	430	1,304	81	1,385
Springfield, Mass.	2,180	342	2,522	2,440	454	2,894	2,388	408	2,796	395	95	490	9,666	371	10,037
Springfield, Mo.	242	6	248	302	9	311	245	14	259	303	6	309	9,732	1,749	11,481
Springfield, Ohio.	632	25	657	631	36	667	543	45	588	661	39	700	1,092	38	1,130
Stanford, Conn.	382	20	402	369	18	387	380	15	395	436	24	460	2,467	145	2,612
Stanton, Va.	211	2	213	180	2	182	141	2	143	215	1	216	1,747	7	1,754
Stanton City, Va.	30	30	60	32	32	64	36	36	72	26	26	52	124	4	128
Stirling, Ill.	253	26	279	250	35	285	271	18	289	274	12	296	1,044	91	1,135
Stillwater, Minn.	119	119	238	128	128	256	103	103	206	157	157	314	507	507	1,014
Stockton, Cal.	180	4	184	176	6	182	169	3	172	168	5	173	733	18	751
Streator, Ill.	49	2	51	86	86	172	70	4	74	74	74	148	275	10	285
Suffolk, Va.	70	70	140	84	1	85	55	55	110	81	81	162	290	1	291
Syracuse, N. Y.	2,004	859	2,863	2,397	990	3,387	3,263	304	3,567	2,524	1,056	3,580	10,108	3,179	13,287
Tacoma, Wash.	432	50	482	381	35	416	261	38	299	370	45	424	1,453	178	1,631
Taunton, Mass.	590	54	644	518	56	604	404	82	486	523	107	632	2,097	329	2,426

Terre Haute, Ind.	809	865	805	70	884	654	96	750	701	80	880	8,059	320	3,379
Terre Hill, Pa.	121	131	132	7	130	122	12	134	145	6	151	520	35	555
Tiffin, Ohio	115	121	135	8	143	145	8	153	171	3	174	506	25	591
Titusville, Pa.	1,876	2,079	1,829	230	2,059	1,801	234	2,085	1,932	323	2,55	7,438	990	8,428
Toledo, Ohio	651	651	603	68	686	511	83	694	601	119	720	2,266	307	2,573
Topeka, Kans.	76	78	83		83	55	2	57	65	66	66	2,060	5	2,060
Towanda, Pa.	1,347	1,347	1,415	52	1,467	1,550	57	1,407	1,510	57	1,567	5,822	199	6,021
Trenton, N. J.	1,380	1,380	1,415	52	1,467	1,550	57	1,407	1,510	57	1,567	5,822	199	6,021
Trenton, N. J.	54	60	67	2	59	49	6	55	51	13	64	211	27	277
Trinidad, Colo.	1,194	1,279	1,366	128	1,494	1,239	134	1,373	1,459	124	1,563	5,238	471	5,709
Troy, N. Y.														
Tyler, Tex.														
Uniontown, Pa.	100	111	115	12	191	172	6	178	183	9	192	524	27	561
Unionville, Ohio	782	849	905	60	969	846	80	923	1,012	66	1,078	3,553	296	3,822
Utica, N. Y.														
Vicksburg, Miss.	277	278	393	6	399	249	2	251	238	3	241	1,137	12	1,169
Vincennes, Ind.	124	129	139	8	139	85	4	89	123	7	133	466	24	430
Vineyard, N. J.	84	87	87		87	74		74	123	3	133	337	36	340
Waco, Tex.	135	171	231	5	236	204	4	208	199	11	210	789	36	825
Wadsworth, Mass.														
Walla Walla, Wash.	40	43	54	26	80	55	25	80	69	10	79	218	64	282
Waltham, Mass.	698	631	594	42	636	595	32	627	696	18	712	2,483	122	2,606
Warren, Ohio	168	176	141	10	151	170	2	172	184	1	186	673	21	694
Washington, D. C.	115	118	133	4	137	110	2	112	164	2	169	522	11	533
Washington, Pa.	9,464	5,749	11,469	7,186	18,655	13,081	8,923	22,004	13,170	8,115	21,285	47,184	20,973	77,157
Washington, Ohio	322	322	312	25	337	346	30	337	328	3	358	1,308	103	1,411
Washington, Conn.	102	104	93	1	94	91	2	93	98	3	101	384	8	392
Waterbury, Iowa	494	511	547	26	573	552	35	587	639	27	666	2,332	105	2,337
Watertown, N. Y.	67	72	61	6	67	57	10	67	74	7	81	259	28	287
Watertown, N. Y.	252	290	261	41	302	199	36	295	273	36	309	985	151	1,136
Waukegan, Ill.														
Waukegan, Wis.														
Wausau, Wis.	34	34	37		37	57	2	57	56	4	60	141	6	147
Waverly, N. Y.	58	58	60	3	63	35	2	35	48	1	49	154	1	155
Weldon, N. C.	11	11	13		13	15	2	15	15	2	50	225	7	232
Wellington, Kans.	48	48	48	2	50	29	2	31	32		32	157	4	161
West Bay City, Mich.	48	48	32	2	34	52	1	53	41		41	173	3	176
West Chester, Pa.	178	183	191	6	197	182	4	186	243	11	254	794	26	820
Westfield, Mass.	115	116	108	7	115	129	7	129	130		137	472	22	484
West New Brighton, N. Y.	274	288	266	25	291	259	23	282	277	16	293	1,076	78	1,154
West Superior, Wis.	86	86	125	2	127	110	4	114	130	3	133	451	9	480
West Troy, N. Y.	323	323	223	7	230	227	3	230	239	5	244	1,012	15	1,027
Wheeling, W. Va.	86	86	70		76	104		104	67		97	363		363
Wheeling, W. Va.	932	1,029	967	126	1,093	883	157	1,050	946	135	1,081	3,738	515	4,253
Wilkes, Kans.	455	455	459	42	501	431	41	472	529	52	581	1,874	161	2,035
Wilkesbarre, Pa.	435	435	503	45	548	531	32	563	550	36	586	2,019	146	2,165
Williamport, Pa.	428	465	408	27	435	438	35	473	494	41	535	1,768	140	1,908
Williamsville, Conn.			156	10	166	147	10	157	167	5	172	470	25	485
Wilmington, Del.	987	1,050	1,064	63	1,221	1,125	63	1,228	1,085	67	1,152	4,261	256	4,517
Wilmington, N. C.	196	206	202	4	221	191	7	198	266	10	269	970	34	994
Winchester, Mass.	158	180	202	5	207	173	16	191	196	10	206	733	33	764
Winfield, Kans.	65	65	55		55	60	2	62	76	2	80	238	4	262

REPORT OF THE POSTMASTER-GENERAL.

Post-office.	Quarter ending September 30, 1891.			Quarter ending December 31, 1891.			Quarter ending March 31, 1892.			Quarter ending June 30, 1892.			Total 12 months ending June 30, 1892.		
	Special-delivery letters and parcels delivered from other places.	Special-delivery letters and parcels delivered for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels delivered from other places.	Special-delivery letters and parcels delivered for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels delivered from other places.	Special-delivery letters and parcels delivered for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels delivered from other places.	Special-delivery letters and parcels delivered for local delivery.	Total special-delivery letters and parcels.	Special-delivery letters and parcels delivered from other places.	Special-delivery letters and parcels delivered for local delivery.	Total special-delivery letters and parcels.
Winona, Minn.	169	32	201	192	32	224	150	53	203	222	43	265	733	180	913
Winston, N. C.	190	9	199	215	7	222	234	8	242	243	13	256	127	87	134
Woodstock, Mass.	11	1	12	18	1	19	4	5	9	6	6	15	39	2	41
Woodsboro, Va.	192	8	200	180	12	192	178	14	192	184	16	200	734	50	784
Worcester, Ohio	141	5	146	125	10	135	148	8	156	132	5	137	545	28	574
Worcester, Mass.	2, 931	878	3, 809	3, 135	1, 090	4, 225	3, 037	1, 227	4, 264	3, 463	1, 107	4, 570	12, 566	4, 892	16, 458
Xenia, Ohio	88	6	94	96	2	98	118	2	120	144	2	146	446	12	458
Xenia, N. Y.	555	43	598	639	41	680	638	43	681	644	88	732	2, 474	185	2, 659
York, Pa.	371	14	385	388	17	405	373	22	395	371	27	398	1, 508	80	1, 588
Youngstown, Ohio	530	102	632	660	100	760	565	112	677	598	114	712	2, 348	428	2, 776
Ypsilanti, Mich.	86	2	88	76	2	78	106	3	109	117	2	119	385	9	394
Zanesville Ohio	547	117	664	501	85	586	497	91	588	494	110	604	2, 039	403	2, 442
Total.	418, 307	103, 146	521, 453	462, 452	138, 289	600, 741	448, 383	151, 511	599, 894	492, 971	148, 925	641, 896	1, 822, 113	541, 571	2, 363, 684

No. 18.—*Contract for the manufacture and supply of registered-package, tag, official, and dead-letter envelopes during the year beginning July 1, 1892.*

This contract, made this 30th day of June, one thousand eight hundred and ninety-two, and executed in quadruplicate, between the United States of America, acting by John Wanamaker, Postmaster-General, of the first part, and the Plimpton Manufacturing Company (a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Connecticut), by L. B. Plimpton, its president, and the Morgan Envelope Company (also a corporation duly created, organized, and doing business under and by virtue of the laws of the State of Massachusetts), by Elisha Morgan, its president, as principals (said corporations being jointly engaged in the manufacture of envelopes), and W. S. Chapman, of Manchester, Conn., and Robert W. Day, of Springfield, Mass., as sureties, of the second part, witnesseth:

Whereas the Postmaster-General, in compliance with law, caused an advertisement, bearing date the 9th day of April, 1892, to be published in certain newspapers of the United States, inviting proposals for furnishing, in accordance with specifications prepared under his directions, such registered-package, tag, official, and dead-letter envelopes as might be ordered for the use of the Department, postmasters, and the postal service during the year beginning on the 1st day of July, 1892, a printed copy of which advertisement and specifications is hereto annexed and made part hereof, as follows:

PROPOSALS FOR FURNISHING REGISTERED-PACKAGE, TAG, OFFICIAL, AND DEAD-LETTER ENVELOPES.

ADVERTISEMENT.

POST-OFFICE DEPARTMENT,
Washington, D. C., April 9, 1892.

Sealed proposals are invited from manufacturers of envelopes or envelope papers and will be received at this Department until 12 m. on Wednesday, the 11th of May, 1892, for furnishing such registered-package, tag, official, and dead-letter envelopes as may be ordered for the use of the Department, postmasters, and the postal service during a period of one year, beginning on the 1st day of July, 1892.

Proposals must be made on the blank forms provided by the Department, securely enveloped and sealed, indorsed "Proposals for furnishing registered package, tag, official, and dead-letter envelopes," and addressed to the Third Assistant Postmaster-General, Washington, D. C. Bids delivered in person must be handed in at or before the hour above specified for the receipt thereof; otherwise they will not be considered.

Blank forms of proposals with full specifications and samples of the envelopes will be furnished upon application to the Third Assistant Postmaster-General.

JOHN WANAMAKER,
Postmaster-General.

Specifications for furnishing registered-package, tag, official, and dead-letter envelopes.

DESIGNATIONS AND SIZES OF ENVELOPES.

The designation and sizes of the envelopes now in use referred to in the foregoing advertisement are as follows:

- A.— $3\frac{1}{2}$ by $5\frac{1}{4}$ inches.
- B.— $3\frac{1}{2}$ by $6\frac{1}{4}$ inches.
- BB.— $3\frac{1}{2}$ by $7\frac{1}{4}$ inches (not heretofore issued).
- C.— $3\frac{1}{2}$ by $8\frac{1}{4}$ inches.
- D.— $4\frac{1}{2}$ by $6\frac{1}{4}$ inches.
- E.— $4\frac{1}{2}$ by $9\frac{1}{4}$ inches.
- F.— $4\frac{1}{2}$ by $5\frac{1}{2}$ inches.
- G.—5 by $10\frac{1}{4}$ inches (for registered packages).
- H.— $6\frac{1}{2}$ by $11\frac{1}{4}$ inches (for large registered packages).
- I.— $3\frac{1}{2}$ by $5\frac{1}{4}$ inches (tag envelopes).
- K.— $5\frac{1}{2}$ by $7\frac{1}{4}$ inches.
- L.—6 by 9 inches.
- M.— $6\frac{1}{2}$ by $10\frac{1}{4}$ inches.
- N.— $7\frac{1}{2}$ by 10 inches.
- O.— $7\frac{1}{2}$ by 11 inches.
- P.—9 by $13\frac{1}{4}$ inches.
- Q.—12 by 15 inches.

Sizes may be slightly larger than called for above, but no smaller.

COMPOSITION AND QUALITY OF PAPER.

The paper from which envelopes A, B, BB, C, and D are manufactured must be composed in the proportion of 95 per cent of jute butts and 5 per cent of South Carolina clay (excluding all other material except the necessary coloring matter) and must weigh $34\frac{1}{2}$ lbs. per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to bidders, and to be made a part of the contract.

The paper from which envelopes E, F, G, H, K, L, M, N, O, P, and Q are manufactured must be composed in the proportion of 30 per cent of No. 1 rope manilla, 30 per cent of No. 2 rope (consisting of about equal parts of manilla, hemp, and sisal), 30 per cent of jute butts, and 10 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same in color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

The paper from which the tag envelopes for registered packages (I) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

All or any of the different papers used may be required to be water-marked with such designs as may be approved by the Postmaster-General. All paper furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

The Postmaster-General shall have the right to cause inspection to be made, when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent, for the purpose of inspection, at the mill or mills where the paper is made; in which latter case the contractor will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needful facility for carrying out his duty.

Water-marked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractor in its manufactured state, but shall be reduced to pulp or otherwise destroyed, without cost to the Government.

Such spoiled or rejected paper shall not be made over for use in registered-packages or official envelopes.

STYLE OF MANUFACTURE.

The envelopes must be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be thoroughly gummed with the same or other equally suitable material. In making the registered-package envelopes G and H, however, the best quality of fish glue must be used in securing the adhesion of the paper, and on the flaps. The envelopes shall be in all respects subject to the approval of the Postmaster-General or his duly authorized agent; and his right of rejection shall be absolute and final.

Among the samples furnished to bidders it has not been convenient for the Department to include made-up specimens of envelopes BB and Q—sheets of paper showing size and quality of these envelopes being substituted; but in furnishing these envelopes under the contract they must conform in cut, gumming, and general style of manufacture to the other envelopes of the series.

Should the contractor, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

PRINTING.

The envelopes must bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (G, H, and I) will be required to be printed in vermilion or some other approved brilliant color equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "Official business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes A, B, BB, and D, or of 250 of envelopes C, E, and F, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the post-office for whose use they are intended; when ordered in less quantities they will bear, in addition to the other printing, the words "Post-office at," with the blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

PACKING, ETC.

The envelopes must be banded in parcels of twenty-five, packed in strong paste-board or straw boxes (not inferior to No. 50 unlined Western strawboard), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters, each box shall contain not less than 100 of envelopes G, H, and I, and not less than 250 of envelopes A, B, BB, C, D, E, and F, or larger quantities, as may be ordered for the principal post-offices; the boxes, when sent in lots not requiring wooden cases, to be well and securely wrapped in strong manilla paper and properly sealed, so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department each box may contain not less than 500 of any one size and style of printing.

When 4,000 or more envelopes of the A, B, BB, C, and D kinds, and 2,000 or more of the other kinds, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes A, B, BB, C, and D, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractor without additional charge.

The sizes designated as A, C, D, E, F, G, H, and I are used mainly by postmasters, and envelopes B, BB, K, L, M, N, O, P, and Q mainly in the Post-Office Department; but the right is reserved to order any or all of the different sizes for use of the Post-Office Department, of postmasters, and of postal officers generally.

STOCK ON HAND.

The contractor shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General, or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractor, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

The Postmaster-General reserves the right to impose a fine upon the contractor, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

In the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respect to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all the circumstances, which shall be a complete discharge of all liability on the part of the Government for such envelopes.

On failure to promptly furnish any article or articles specified in the contract, the Postmaster-General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than that prescribed by the contract for like articles, the difference shall be charged to the contractor. Failure to furnish any articles within a reasonable time after the same shall have been ordered may be regarded by the Postmaster-General as a sufficient cause for the annulment of the contract.

AGENT—OFFICE ROOM—INSPECTION.

An agent of the Department will have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same.

The contractor shall furnish the resident agent of the Department and his clerks suitable and properly furnished office rooms connected with the premises on which the envelopes are made for the transaction of the business of the agency without cost to the Government; also a properly furnished room for the use of the Post-Office in mailing the envelopes if the same should be required by the Postmaster-General.

The contractor, his employees and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

DELIVERY.

The contractor must be ready to commence the delivery of the envelopes on the 1st day of July, 1892, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department. The envelopes may be required to be delivered in separate packages, as above provided for, at the post-office or at the agency at the place where the same are manufactured, or at the nearest adjacent large post-office with adequate facilities for handling and mailing the envelopes, or at a railway post-office, or at the Post-Office Department at Washington, D. C., in the discretion of the Postmaster-General; or deliveries may be required to be made at any of the places mentioned in the foregoing, and also at the Post-Office Department at Washington, D. C., as may be directed by the Postmaster-General.

STOCK ON HAND AT EXPIRATION OF CONTRACT.

The Department will, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractor may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to all conditions of the contract; but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue by the present contractors of such envelopes as may remain in their hands at the close of their contract, and the new contractor shall not be entitled to damages on account of such issue.

AWARD.

The contract will be awarded on the basis of the probable number of each of the several kinds of envelopes to be required, as determined by the issues for the year ending March 31, 1892, as follows:

A.....	20,866,350
B.....	3,579,000
BB (estimated)	500,000
C.....	11,548,450
D.....	408,750
E.....	2,107,750
F.....	3,078,650
G.....	13,080,700
H.....	311,100
I.....	1,283,800
K.....	3,000
L (estimated).....	36,000
M.....	127,250
N.....	38,250
O.....	10,500
P.....	34,500
Q.....	2,250

Bids should be made separately for each item in the foregoing list, the bidders stating in their proposals the price per thousand envelopes, including everything to be done or furnished, as set forth in these specifications; and the contract will be

awarded as a whole to the lowest responsible bidder in the aggregate, the amount of a bid to be ascertained by extending the above issues at the prices bid respectively, and then aggregating the amounts of the several items.

It must be understood, however, that the proposals made under the advertisement and these specifications shall impose the obligation to furnish at the prices bid all the envelopes ordered by the Department during the contract term, without reference to the numbers above stated, subject to the provision as to those on hand at the termination of the present contract.

Each bid must include all the different items above designated in the foregoing.

Preliminary to an award, the bidder may be required to demonstrate to the satisfaction of the Postmaster-General, within ten days from the date of notice given him to do so, that he either has in his possession, or is able to procure within a reasonable period, all suitable and necessary facilities with which to properly commence and carry on the contract. If the Postmaster-General shall be satisfied of the inability of a bidder to perform the contract in accordance with the requirements set forth in the specifications, he may in his discretion decline to accept the bid without notice.

The design of the two sizes of registered-package envelopes—G and H—is patented, but the right to use it has been assigned without limitation to the United States. The contractor will therefore not be required to pay any royalty on envelopes manufactured according to this design.

PROPOSALS—AGREEMENT—BOND.

Each proposal must be signed by the person, partnership, or corporation making it, and when made by a partnership the name of each partner thereof must be disclosed; and if the proposal be made by a corporation, the Department must be informed of its name, place of business, object of organization and business, and the names of the officers authorized to bind it by contract; and it must be accompanied with a guaranty, signed by at least two responsible guarantors, and based upon a penalty of ten thousand dollars, that the bidder shall, within ten days after being called upon to do so, execute a contract with at least two good and sufficient sureties of the character, and to be certified as hereinafter required, to furnish promptly, and in quantities as ordered, the article or articles to be furnished by him, and faithfully and diligently to keep, perform, and abide by each and every of the requirements, provisions, and terms of such contract, and these specifications to be thereto annexed, the responsibility and sufficiency of the signers to such guaranty to be certified to by a United States circuit or district judge, or by the United States district attorney for the district in which the bidder resides; and by such contract the contractor and his sureties shall covenant and agree that in case the said contractor shall fail to do or perform all or any of the covenants, stipulations, and agreements of said contract on the part of the said contract or to be performed, as therein set forth, the said contractor and his sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractor and his sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States. Such sureties shall justify their responsibility by affidavit, showing that they severally own and possess property of the clear value in the aggregate of \$40,000 over and above all debts and liabilities and all property by law exempt from execution, to be sworn to before a district or circuit judge of the United States, and to be approved by him.

If the bidder to whom the first award may be made should fail to enter into a contract, as herein provided, then the award may be annulled, and the contract let to the next lowest bidder under these specifications, and so on until the required contract is executed; and such next accepted bidder shall be required to fulfill every stipulation embraced herein as if he were the original party to whom the contract was awarded.

The contract will also provide that if at any time during its continuance the sureties, or either of them, shall die, or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractor shall furnish to the acceptance of the Postmaster-General within ten days after notice; and in default thereof, the contract may be annulled.

The contract may be required to be executed in quadruplicate.

RESERVATIONS.

The Postmaster-General reserves the right to reject any and all bids if, in his judgment, the interest of the Government shall require it; also the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully

any part of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract.

PAYMENTS.

Payments for envelopes actually issued and delivered to postmasters will be made monthly, after proper examination and verification of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-office Department. Accounts shall be kept and rendered in such manner and form as the Postmaster-General may prescribe.

Payments may be withheld by the Postmaster-General if it shall appear to his satisfaction that the contract has not been complied with in any particular.

CONTRACT NOT ASSIGNABLE.

The contract shall not, in any case, be transferred or assigned.

EXTENSION.

Should the interest of the Government require, the contract may be extended beyond the time named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

BLANK FORMS—SAMPLES—ADDRESS OF PROPOSALS.

Blank forms for bids, with samples attached, showing sizes, style of manufacture, and quality of the paper, will be furnished upon application; and all proposals must be made upon these blank forms, securely enveloped and sealed, marked on the envelope "Proposals for registered-package, tag, official, and dead-letter envelopes," and addressed to the Third Assistant Postmaster-General, Washington, D. C.

JOHN WANAMAKER,
Postmaster-General.

POST-OFFICE DEPARTMENT,
Washington, D. C., April 9, 1892.

Whereas, upon the opening in public, on the 11th day of May, 1892, of the proposals received in answer to said advertisement of April 9, 1892, it appeared that there were four proposals, the names of the bidders and the amounts of their respective bids, based on the actual number of envelopes issued during the year ending March 31, 1892, being as follows:

(1) The Whitcomb Envelope Company, of Worcester, Mass.....	\$93, 728. 27
(2) The Holyoke Envelope Company, of Holyoke, Mass	98, 071. 42
(3) Geo. F. Nesbitt Company, of New York, N. Y.....	101, 864. 06
(4) The Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn.....	92, 378. 73

Whereas it appeared that the proposal of the Plimpton Manufacturing Company and Morgan Envelope Company was the lowest in the aggregate for all the envelopes called for, being \$1,348.54 less than the next lowest bid;

And whereas the Postmaster-General, by an order dated the 27th day of May, 1892, awarded the contract for furnishing said envelopes to the said Plimpton Manufacturing Company and Morgan Envelope Company, which order is duly recorded in the official journal of the Post-Office Department, and numbered 77:

Now, therefore, in consideration of the premises and of the stipulations hereinafter set forth, the said Plimpton Manufacturing Company and Morgan Envelope Company, contractors, and their sureties, parties of the second part, do hereby jointly and severally undertake, covenant, and agree to and with the United States of America and do bind themselves in the manner following, to wit:

First. That the said contractors shall furnish and deliver promptly and in quantities as ordered, and subject to the approval of the Postmaster-General in all respects, all the registered-package, tag, official, and dead-letter envelopes of the sizes and kinds called for in the specifications, that they may be called upon to furnish during the year beginning on the 1st day of July, 1892.

Second. That the paper for the several kinds of envelopes to be furnished, as designated in the specifications, shall be made of the materials, in the manner and according to the conditions following—that is to say:

The paper from which envelopes A, B, BB, C, and D are manufactured must be composed in the proportion of 95 per cent of jute butts and 5 per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh $34\frac{1}{2}$ pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the stock passed through a Jordan engine. The paper must be rosin-sized in the engine and made on a Fourdrinier machine. It must also be well calendered and finished and the same in color, quality, tensile strength, and in all other respects, as the paper in the sample envelopes furnished to the bidders and to be made as part of the contract.

The paper from which envelopes E, F, G, H, K, L, M, N, O, P, and Q are manufactured must be composed in the proportion of 30 per cent of No. 1 rope Manila, 30 per cent of No. 2 rope (consisting of about equal parts of Manila, hemp, and sisal), 30 per cent of jute butts, and ten per cent of South Carolina clay (excluding all other material except the necessary coloring matter), and must weigh 47 pounds per ream of 500 sheets, measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the rope and jute butts must be washed six hours in the washing engines and beaten nine hours in the beating engines, and the ingredients passed through a Jordan engine. The paper must be rosin-sized in the engine, and made on a Fourdrinier machine. It must be well calendered and finished, and the same color, quality, tensile strength, and in all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

(Under a special offer made by M. S. Chapman, the superintendent of the parties of the second part, in a letter dated the 29th day of May, 1892, forming part of case p. 510, vol. 47, of the files of the Third Assistant Postmaster-General's office, it is agreed that envelopes of size F shall, when required by the Department, be furnished also on blue paper—the quality and constituents of which, however, shall be as above described.)

The paper from which the tag envelopes for registered packages (I) are to be manufactured must be composed wholly of jute butts (except the necessary coloring matter), and must weigh 90 pounds per ream of 500 sheets measuring $22\frac{1}{2}$ by 30 inches, or in that proportion. In the process of manufacture the jute must be washed four hours in the washing engines and beaten five hours in the beating engines, and passed through a Jordan engine. The paper must be rosin-sized in the engine. It must be well calendered and finished, and the same in color, quality, tensile strength, and all other respects, as the sample envelopes furnished to bidders, and to be made a part of the contract.

All or any of the different papers used may be required to be watermarked with such designs as may be approved by the Postmaster-General.

All papers furnished or used shall be subject to the supervision and approval of the Postmaster-General or his authorized agent before and after being manufactured into envelopes.

Watermarked paper for any of the envelopes that may be spoiled in process of manufacture, or condemned as unfit for use, shall not be used or sold by the contractors in its manufactured state, but shall be reduced to pulp, or otherwise destroyed, without cost to the Government. Such spoiled or rejected paper shall not be made over for use in registered-package or official envelopes.

Third. That the envelopes shall be made in the most thorough and workmanlike manner, after the styles and of the cuts shown by the samples furnished to bidders; the joints to be well and securely fastened, and with such quality of gum, free from offensive odor, as will secure perfect and permanent adhesion of the paper, and the flaps to be gummed with the same or other equally suitable material. In making the registered-package envelopes, G and H, however, the best quality of fish glue must be used in securing the adhesion of the paper and on the flaps. The envelopes shall be in all respects subject to the approval of the Postmaster-General, or his duly authorized agent; and his right of rejection shall be absolute and final.

Should the contractors, in the performance of work under the contract, make unauthorized use of any machinery or material or other thing on which a patent has been granted by the United States, the Government is to be made free of all liability for such infringement.

Fourth. That the envelopes shall bear such printing as the Postmaster-General may direct, and the registered-package and tag envelopes (G, H, and I) will be required to be printed in vermilion or some other approved brilliant color, equal to that on the samples. All of the other envelopes must have printed on them the name of the Department, the words "official business," and the penalty provided by law for their misuse, besides such other printing as the Postmaster-General may at any time direct. When ordered in separate quantities of 500 of envelopes A, B, BB, and D, or 250 of envelopes of C, E, and F, or in larger quantities, for the use of postmasters, they will, in addition to the foregoing printing, bear also the name of the

post-office for whose use they are intended; when ordered in less quantities, they will bear, in addition to the other printing, the words "post-office at," with the blank space for the name of the post-office to be written in. The printing on the samples is intended to show in a general way some of the forms that will be required.

Fifth. That the envelopes shall be banded in parcels of 25, packed in strong paste-board or straw boxes (not inferior to No. 50 unlined western straw board), securely bound with linen or cotton cloth on the corners and edges, and of such weight, quality, and construction as shall be approved by the Postmaster-General; and when intended to be sent direct to postmasters each box shall contain not less than 100 envelopes G, H, I, and not less than 250 envelopes A, B, BB, C, D, E, and F, or larger quantities as may be ordered by the principal post-offices; the boxes, when sent in lots not requiring wooden boxes, to be well and securely wrapped in Manila paper and properly sealed so as to bear safe transportation by mail. But when required to be sent to the Post-Office Department, each box may contain not less than 500 of any size and style of printing.

When 4,000 or more envelopes of the A, B, BB, C, and D kinds, and 2,000 or more of other kinds, are required to fill the order of a postmaster, or when larger lots of any kind are ordered to be sent to the Department, they must be packed in strong wooden cases and properly addressed; no case shall contain more than 25,000 of envelopes A, B, BB, C, and D, nor more than 10,000 of the other sizes; but when less than 4,000 are required to be sent to a postmaster, a proper label of direction must be placed on each package, all of which shall be done and furnished by the contractors without additional charge.

The sizes designated as A, C, D, E, F, G, H, and I, are used mainly by postmasters, and envelopes B, BB, K, L, M, N, O, P, and Q, mainly by the Post-Office Department; but the right is reserved to order any and all of the different sizes for the use of the Post-Office Department, of postmasters, and of postal officers generally.

Sixth. That the contractors shall at all times keep on hand a stock of the several kinds of envelopes sufficient to promptly meet all orders of the Department, and to provide against any and all contingencies that may be likely to occur during the existence of the contract, such stock to be never less than an average ten days' supply; and said envelopes shall be held subject to the control of the Postmaster-General or his duly authorized agent or agents; and the Postmaster-General shall have the right to require the contractors, at any time during the existence of the contract, to provide an extra quantity of envelopes, not exceeding a supply for three months.

Seventh. That the contractors shall be ready to commence the delivery of the envelopes on the 1st day of July, 1892, when the contract term begins; and thereafter they must be promptly furnished and delivered, complete in all respects, in such quantities as may be required to fill the orders of the Department; that the envelopes after being inspected and prepared for mailing under the direction of the agent of the Department, shall be delivered in separate packages as above provided for, at the post-office at the place of manufacture, or at the nearest post-office adjacent thereto with adequate facilities for handling them, or into a railway post-office, or at the Post-Office Department at Washington, D. C., as the Postmaster-General may elect; or delivery shall be made at any of the places above mentioned, and also at the Post-Office Department at Washington, as may be directed by the Postmaster-General.

Eighth. That this contract shall not be transferred or assigned.

Ninth. That accounts of the envelopes furnished and delivered shall be kept and rendered in such manner as the Postmaster-General shall prescribe.

And the United States of America, party of the first part, hereby contracts and agrees:

First. To pay the Plimpton Manufacturing Company and Morgan Envelope Company for envelopes delivered and accepted in pursuance of this contract, and subject to all its conditions, at the following rates specified in their proposal, namely:

For A, size 3½ by 5½ inches, sixty-one cents a thousand.

For B, size 3½ by 6½ inches, seventy-three cents a thousand.

For BB, size 3½ by 7½ inches, ninety cents a thousand.

For C, size 3½ by 8½ inches, ninety-nine cents a thousand.

For D, size 4½ by 6½ inches, one dollar and forty-five cents a thousand.

For E, size 4½ by 9½ inches, one dollar and sixty-two cents a thousand.

For F, size 4½ by 9½ inches one dollar and eighty-five cents a thousand. (This price is also to apply when the envelopes of this size are furnished of blue paper, as hereinbefore prescribed.)

For G, size 5 by 10½ inches, three dollars and eighty-five cents a thousand.

For H, size 6½ by 11½ inches, six dollars a thousand.

For I, size 3½ by 5½ inches, one dollar and ninety cents a thousand.

For K, size 5½ by 7½ inches, two dollars and fifteen cents a thousand.

For L, size 6 by 9 inches, three dollars and twenty cents a thousand.

For M, size 6½ by 10½ inches, three dollars and ten cents a thousand.

For N, size 7½ by 10 inches, three dollars and fifty cents a thousand.

For O, size 7½ by 11 inches, three dollars and seventy-five cents a thousand.

For P, size 9 by 13½ inches, four dollars and seventy-five cents a thousand.

For Q, size 12 by 15 inches, six dollars and ninety cents a thousand.

Second. That said price shall be full compensation for everything required to be done or furnished, as herein set forth—payments for envelopes actually issued and delivered to postmasters to be made monthly after proper examination and adjustment of accounts, and promptly upon the fulfillment of orders for envelopes sent to the Post-Office Department.

Third. That the contractors shall not be required to pay royalty on envelopes manufactured and furnished under this contract.

It is further stipulated and agreed by and between the contracting parties:

1st. That a resident agent of the Department shall have supervision of the manufacture, storage, and issue of the envelopes, and he shall at all times have full and free access to the apartments where they (or anything entering into their construction) are manufactured and stored, for the purpose of inspecting the same; that such agent and his clerks shall be provided by the contractors with suitable and properly furnished office rooms connected with the premises on which the envelopes are made, for the transaction of the business of the agency, without cost to the Government; also with a properly furnished room for the use of the post-office in mailing the envelopes, if the same should be required by the Postmaster-General; and that the contractors, their employes, and agents, shall conform to such regulations as the Department may from time to time adopt for the security of the Government in any respect.

2d. That the Postmaster-General reserves the right to impose a fine upon the contractors, in such sum as he may deem proper, to be deducted in the settlement of accounts, for the failure to have on hand at any time a sufficient supply of envelopes with which to promptly meet all just requirements of the Department.

3d. That in the event that the exigencies of the public service shall require the acceptance by the Department of any envelopes which, in the opinion of the Postmaster-General or of his duly authorized agent, are inferior in any respects to the requirements of the contract, the right is reserved to the Postmaster-General absolutely to fix the price thereof, and to pay for such inferior envelopes any compensation less than the regular price fixed by the contract that may seem to him just and reasonable under all circumstances, which shall be a complete discharge of all the liability on the part of the Government for such envelopes.

4th. That on failure to promptly furnish any article or articles specified in this contract the Postmaster-General reserves the right to purchase such article or articles in the open market; and if a greater price be paid than is herein prescribed for like articles the difference shall be charged to the contractors; and if there shall be a failure to furnish any article within a reasonable time after the same shall have been ordered it may be regarded by the Postmaster-General as a sufficient cause for the annulment of this contract.

5th. That if at any time during the continuance of this contract the sureties, or either of them, shall die or become irresponsible, the Postmaster-General shall have the right to require additional and sufficient sureties, which the contractors shall furnish to the acceptance of the Postmaster-General within ten days after notice, and in default thereof the contract may be annulled.

6th. That in case the said contractors shall fail to do or to perform all or any of the covenants, stipulations, and agreements of this contract on the part of said contractors, to be performed as herein set forth, the said contractors and their sureties shall forfeit and pay to the United States of America the sum of twenty thousand dollars, for which full and absolute sum the said contractors and their sureties shall be jointly and severally liable, as fixed, settled, and liquidated damages, and not as a penalty, to be sued for in the name of the United States.

7th. That in addition to the forfeiture covenanted and agreed to in the foregoing paragraph the Postmaster-General shall have the right to annul the contract if, in his opinion, there shall be a failure at any time to perform faithfully any of its stipulations, or in case of any imposition or attempt at imposition upon the Department of envelopes inferior to those required by the contract. The right is also reserved by the Postmaster-General to withhold payments if it shall appear to his satisfaction that the contract has not been complied with in any particular.

8th. That should the interest of the Government require, this contract may be extended beyond the time herein named, not exceeding three months, by order of the Postmaster-General, and the contract prices and all conditions herein set forth shall govern in such extended contract.

9th. That should the Department adopt a new form of registered-package envelope under any call heretofore or to be hereinafter made, the right is reserved to it of discontinuing the form covered by these specifications, or of obtaining supplies of envelopes of either or both forms in any quantities, as may be deemed best by the Postmaster-General, and in any such event, or in case any form of envelope should

be abandoned by the Department, the contractors will not be entitled to any compensation for resulting damages.

10th. That the Postmaster-General shall have the right to cause inspection to be made when and in such manner as he may desire it, of the process of manufacturing the paper in all its several stages, and of stationing an agent for the purpose of inspection at the mill or mills where the paper is made; in which latter case the contractors will be required to furnish such agent with a properly furnished room in the mill without charge, and give him every needed facility for carrying out his duty.

11th. That the Department shall, after satisfactory inspection, accept and pay for, at the regular contract prices, the stock of envelopes that may remain on hand at the close of the contract term; and the contractors may be required, at the discretion of the Postmaster-General, to continue the issue of such envelopes until they shall be exhausted, subject to the conditions of the contract, but provided that such stock shall not exceed in quantity the average requirements of the Department for a period of fifteen days. Any surplus over that quantity may be destroyed, at the discretion of the Postmaster-General, without compensation therefor. The right is also reserved to the Postmaster-General to authorize the issue, by the contractors now furnishing registered-package, tag, official, and dead-letter envelopes, of any of such envelopes as may remain in their hands at the close of their contract, June 30, 1892, and the contractors hereunder shall not be entitled to damages on account of such issue.

As hereinbefore stated, the right is given to the Postmaster-General to require that the envelopes of size F shall be furnished of blue paper, of such shade as he may indicate, as well as of the customary manila color, whenever the Department may call therefor, without any increase of price.

12th. That no Member of, or Delegate to, Congress shall be admitted to any share or part of this contract, as provided by sections 3739, 3740, and 3741 of the Revised Statutes of the United States, and each and all of the provisions in such sections shall be deemed a part of this contract.

And for the faithful and diligent keeping, performing, and abiding by each and every of the requirements, provisions, and terms of this contract, and of the specifications hereto annexed and part hereof, the said parties of the second part do hereby bind themselves, and each of them, their successors in office, and the officers and agents of said corporation, and their and his heirs, executors, and administrators.

In witness whereof the said Postmaster-General has caused the seal of the Post-Office Department of the United States of America to be hereunto affixed, and has attested the same by his signature, and the said parties of the second part have hereunto set their hands and seals—the said corporations affixing their corporate seals—on and as of the day hereinbefore written.

JOHN WANAMAKER, *Postmaster-General.*

Attest:

A. D. HAZEN,

Third Assistant Postmaster-General.

THE PLIMPTON MANUFACTURING COMPANY,
By L. B. PLIMPTON, *President.*

Attest:

FRED'K PLIMPTON.

THE MORGAN ENVELOPE COMPANY,
By E. MORGAN, *President.*

Attest:

W. M. WHARFIELD.

(Surety) M. S. CHAPMAN. [SEAL.]

Attest:

FRED'K PLIMPTON.

(Surety) ROBERT W. DAY. [SEAL.]

Attest:

W. M. WHARFIELD.

STATE OF CONNECTICUT, *County of Hartford, ss:*

M. S. Chapman, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Connecticut, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

M. S. CHAPMAN.

Subscribed and sworn to before me, this 27th day of June, one thousand eight hundred and ninety-two, and by me approved.

N. SHIPMAN,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, Robert W. Day, of Springfield, Mass., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company of Hartford, Conn., for furnishing registered-package, tag, official, and dead-letter envelopes during the fiscal year beginning July 1st, 1892, is worth the sum of forty thousand dollars over and above all liabilities and encumbrances whatever.

H. M. PHILLIPS,
Postmaster at Springfield, Mass.

STATE OF MASSACHUSETTS, *County of Hampden, ss :*

Robert W. Day, one of the sureties in the foregoing contract of the Plimpton Manufacturing Company and Morgan Envelope Company, being by me duly sworn, upon oath says that he is a resident and freeholder of the State of Massachusetts, and that he is worth the sum of forty thousand dollars over and above all his debts and liabilities, and exclusive of property exempt from execution.

ROBERT W. DAY.

Subscribed and sworn to before me, this 25th day of June, one thousand eight hundred and ninety-two, and by me approved.

[SEAL.]

F. A. JUDD,
Notary Public.

Subscribed and sworn to before me, this 27th day of June, one thousand eight hundred and ninety-two, and by me approved.

N. CHIPMAN,
U. S. Circuit Judge.

I certify that, to the best of my knowledge and belief, M. S. Chapman, of Manchester, Conn., one of the sureties in the foregoing contract between the United States of America and the Plimpton Manufacturing Company and Morgan Envelope Company, of Hartford, Conn., for furnishing registered-package, tag, official, and dead-letter envelopes during the fiscal year beginning July 1st, 1892, is worth the sum of forty thousand dollars over and above all liabilities and encumbrances whatever.

E. B. BENNETT,
Postmaster at Hartford, Conn.

Approved as to form.

R. W. HAYNES,
Acting Asst. Atty. Gen'l for P. O. Dept.



REPORT
OF THE
FOURTH ASSISTANT POSTMASTER-GENERAL
FOR THE
FISCAL YEAR ENDING JUNE 30, 1892.



REPORT

OF THE

FOURTH ASSISTANT POSTMASTER-GENERAL.

POST-OFFICE DEPARTMENT,
OFFICE FOURTH ASSISTANT POSTMASTER-GENERAL,
Washington, D. C., October 17, 1892.

SIR: I have the honor to submit herewith my first annual report as Fourth Assistant Postmaster-General, which is also the first report made since the office was created. It is unnecessary for me to refer at length to the reasons for its creation or to the need for such a bureau. It was the result of a careful reorganization of the Department, and also grew out of the necessity for a better distribution of the work. The divisions assigned to this Bureau were those of appointments, bonds and commissions, and post-office inspectors and mail depredations, thus putting together the divisions where all establishments of new post-offices originate, as well as appointments from deaths, resignations, or removals of postmasters; the examination of bonds and issuing of commissions to postmasters, and the post-office inspectors to supervise the work of postmasters and other employes, instruct them in their duties, and investigate such charges and complaints as may be brought to the knowledge of the Department.

Attention is invited to the tabulated statements of each of these divisions, the report of the chief post-office inspector being submitted herewith.

The matter of the appointment of postmasters and the establishment and discontinuance of post-offices had been for so many years under the control of the First Assistant Postmaster-General that for a time much confusion was created before the public and all concerned became aware of the transfer from the office of the First Assistant to that of the Fourth Assistant Postmaster-General. The preparation of all blanks in connection with the work of the office and everything relating thereto was, however, so systematically arranged that it is thought postmasters and other employes, as well as the public, throughout the country, are now thoroughly advised as to the organization, and very little confusion arises. This office is perhaps more in touch with the great mass of people, in their interest as to who shall serve them as postmasters, than any other of the bureaus of the Department. The correspondence of the appointment division is very large, as everyone in a community feels at liberty to express his views upon the question of who shall be appointed postmaster, and this spirit is encouraged rather than discouraged. It is a matter of the greatest importance for the appointing

officer to be thoroughly advised as to what a community desires in reference to its postal service. With all the effort made to accomplish this, it is yet a difficult thing to do. While the great majority of letters and petitions bear upon their face the stamp of the genuine desire of the writer, yet it is startling to know the number of communications in the mass of such letters and petitions which apparently misrepresent public sentiment. The instances, however, are very few where this misrepresentation is willful, but men's prejudices, even in the matter of the appointment of a postmaster at a small office, often lead them to sign petitions to which in cooler moments they might not be willing to subscribe. This is mentioned only to show the constant danger there is, in making these appointments, of bringing censure upon the Department. I am glad to see, however, in an experience of one year, that the cases are very few where communities have not accepted the situation gracefully and given loyal support to the appointee.

The number of establishments of new post-offices during the past year was 4,105, a greater number than during any previous year, with the exception of 1890, when it was 4,427. The net increase of post-offices over the year ending June 30, 1891, was 2,790, and the year closed with 67,119 as the whole number of post-offices in the United States. There are some local features in connection with this statement to which it may not be out of place to refer, as undoubtedly they will be of interest to the public. Of the number of establishments referred to above, 4,105, over one-fourth were made in the six States of Arkansas, Texas, Mississippi, Alabama, Georgia, and North Carolina, the number in these States aggregating 1,118. The greatest increase in any State was in Georgia, where it was 220. Texas was next with 211, and Pennsylvania, a Northern State, followed with 201 establishments. At the close of the fiscal year there were thirteen States in each of which there were more than 2,000 post-offices in operation. Of these five are Northern and eight are Southern States. The Northern States are New York, Pennsylvania, Ohio, Illinois, and Indiana, with an aggregate of 16,288 offices. The eight Southern States are Alabama, Georgia, Kentucky, Missouri, North Carolina, Tennessee, Texas, and Virginia, with an aggregate of 19,905. The greatest number in any one State was 4,842 in Pennsylvania; New York follows this with 3,563, and Ohio with 3,229. These are the only States where the number of offices in each was more than 3,000.

The figures in the report from the bond division speak for themselves. The total amount of penalties is shown, and also the amount in Presidential offices, the money-order offices not Presidential, and the ordinary fourth-class offices. The total amount represented in these penalties is \$116,500,300. This is an increase of \$9,715,800 over the amount represented in the report of 1891, due largely to the great increase in the number of post-offices. I desire to call your attention especially to an oversight in the law creating this office, which did not provide for the approval of bonds by the Fourth Assistant Postmaster-General. At present the bond is practically approved by the First Assistant Postmaster-General, and the Fourth Assistant therefore put in the position of being responsible for the sufficiency of the bonds approved by an official other than himself. I trust the attention of Congress may be called to this matter, to the end that the statute may be amended so as to authorize the approval of bonds by the Fourth Assistant Postmaster-General, in whose office they are examined and filed.

While the greater portion of this report necessarily deals with such statistics as are yearly brought to the attention of the Postmaster-

General, there are two subjects to which I wish to refer particularly, but very briefly.

Some suggestions have occurred to me in connection with the recent very limited appropriation for the division of post-office inspectors and mail depredations. It is a common impression, due probably to the publicity that is accorded an arrest or a conviction, that the duties of our inspective force are almost entirely confined to depredation work, "thief-catching" as it is sometimes termed. A careful examination of the reports emanating from the chief inspector's office during the years 1889, 1890, 1891, and 1892 develops the fact that such a view of the matter is incorrect. It is true that much depredation work falls to the lot of the inspectors, but of late years their attention has been given, as liberally as the small force of the division would admit, to cases of complaints by the public touching casualties, losses, and irregularities of all kinds; violations of law, whether willful or otherwise; the furnishing of information as to the character and competency of employes; a general oversight of the business of post-offices and postal employes throughout the country. To describe them simply as "thief-catchers" does them an injustice.

It is not understood by what method of reasoning the Congress, by small appropriations, reduces this force, in an inverse ratio to the increase in the postal business. There is undoubtedly need for greater supervision; the prevention of wrongdoing, helpful guidance for those who may be unacquainted with their duties or the rules and regulations of the Department, in a word, instruction, advice, encouragement wherever needed. But because the postal service shows this need, the fact should not be taken as a reflection upon the inspective force—rather as showing the inadequacy of the force in the number of men employed and the lack of inducement offered in the way of compensation, when considered in connection with the exacting character of the duties to be performed. The work of these men will bear comparison with that of any divisions under the Government, many of which are far better compensated. I would respectfully urge that its importance may again be brought to the attention of Congress, in the hope that there may be obtained an appropriation sufficient to meet the needs of the service.

I desire also to invite your special attention to the insufficiency of present legislation relating to the use of the mails by the "green-goods" or "sawdust" swindlers. This scheme is now being plied with great vigor by its promoters. To my mind the nefarious business is assuming something of the shape in which we found the Louisiana Lottery when we commenced operations against them. While it has not yet reached such proportions as the lottery, still I find that we are making about the same progress against them as we did against the lottery companies before the antilottery act went into effect. We arrest here and there a man, but he is usually an unimportant one, not a principal. When we arrest and fine men for operating the "green-goods" swindle, others immediately take their places, apparently without any very great fear. In my judgment we are making very poor headway against them.

In this connection, and in view of the subsequent suggestions offered in this report, it may not be inappropriate to outline, briefly, the modus operandi of the "green-goods" or "sawdust" swindle. Establishing a headquarters in some large city, notably New York, the promoters of the scheme secure lists of the names of residents, business men and others, in the localities in which they purpose operating. Such lists are easily obtainable from directories or other sources of information,

Circulars are then sent by ordinary mail, picturing in glowing colors the fortunes in store for those who may respond, and so skillfully worded that the recipients are led to believe that counterfeit money of such marvelous perfection of workmanship as to be beyond the possibility of detection can be had almost for the asking. It is the old appeal to man's cupidity; to his desire to get something for nothing or with little effort. It consequently finds ready victims. A clear idea of the successive steps in the carrying out of the scheme, which in its essential features is the same to-day as it was then, is contained in the Report of the Chief Post-Office Inspector for 1891, the last year of my incumbency of that office:

The price placed upon the goods is one-tenth of the face value thereof in United States currency, and such glowing descriptions of the ease with which a fortune may be gained without "any more hard work," and without the possibility of being detected, is set forth therein, that it has its effect upon the gullible and upon those whose consciences have considerable of the elastic quality in them, of which, I am sorry to say, there are many to be found.

But, in reality, these fellows do not advertise counterfeit money for sale. That would be a most serious crime against the statutes and result in sure convictions and imprisonment for long terms. The construction "counterfeit" is placed upon their "green goods" by their victims, who never receive from them any counterfeit money in lieu of genuine money which they are induced to pay.

Their methods, in brief, are as follows: When they receive replies from persons who have concluded to deal with them a genuine United States legal-tender bill (denomination usually \$1) is sent to the prospective victim as a sample of the "green goods" which they "have in stock," and which they assure him was manufactured from plates stolen from the Government. Accompanying the said bill is transmitted a fictitious letter or testimonial of their financial standing from an alleged president of a bank situated in Hoboken, N. J., or at some other point which they may determine upon, written upon what appears to be one of the regular letter heads of the said bank, but which, in reality, was caused to be engraved by themselves as an aid in their schemes (there being no such bank in existence), also what appears to be a clipping from the Times, giving an alleged account of the great sensation in the United States Treasury, at Washington, D. C., caused by the discovery that the Government had for a long time been accepting as genuine millions of "greenbacks" of a spurious nature, which their best experts had failed to discover. Of course, this clipping never appeared in any newspaper, the matter having been "set up" and printed by themselves, and so cleverly done as not to be easily detected, except by a practical printer. This fictitious clipping is sent with the \$1 bill and testimonial as an aid to convince the victim that he will have no trouble in circulating their "green goods."

When persons reach the point where they are "curious" to know upon what terms they may be able to secure the "green goods," upon the receipt of the terms, together with the genuine \$1 bill as a "sample" and the testimonial from a fictitious banker, if they have any spare money (in some cases, of record in this office, persons have been known to raise money by mortgaging their homes), they are in a fit condition of mind to follow the instructions of the swindlers until, finally, they have parted with their good money and received, in return therefor, a package containing blank pieces of green-colored papers or other material of no value.

Rarely do the victims make public the swindle or take steps looking to a prosecution of the "green-goods" men, for fear the Government will cause their arrest for attempting to purchase counterfeit money; hence they swallow their chagrin, knowing full well that public opinion in the communities in which they may happen to reside would condemn them equally with the others. Counting upon this result, the "green-goods" men "reach out" for the next victim, feeling, in a measure, safe from punishment at their hands.

But thousands of these circulars which have been sent through the mails, and have been received by people who are too honorable to give such a proposition even a thought, are sent to this office direct, or through their postmasters (or to the Treasury Department), with the envelopes just as they were addressed, for use as evidence, in the hope that the senders may be brought to justice.

My observation has led me to believe that while we may, under our present laws relating to this subject, by extraordinary effort and the assignment of several inspectors to duty in connection therewith, check this business temporarily, to put an effectual stop to it we need additional legislation upon points where the laws are now defective.

The "continuous offense" clause in the antilottery act was the one which was the most effective.

The present statutes relating to the "green goods" matter offer something of a parallel to those on the subject of lotteries as we found them previous to the enactment of the antilottery law. As you know, and as my report to you about October, 1889, will show, we found, upon an examination of the lottery statutes as they stood upon the statute books at that time, that the lottery company, through its lobbyists and agents, had insidiously injected or eliminated a word here and there, to the extent that the very teeth were taken out of the law, rendering it inoperative; and one might go further and say that it was practically a protection to them. The law upon our statute books to-day concerning "green goods" is of the same ineffectual character.

With the view of securing legislation which will enable us more effectually to meet this condition of affairs, I suggest that the Revised Statutes be so amended as to make the mailing of "green goods" circulars and literature a continuous offense from the point of mailing to the place of destination, so that a prosecution will lie at either point, the same in effect as is embodied in the recent antilottery act; and I would therefore respectfully recommend that the matter be referred to the Assistant Attorney-General for the Post-Office Department, with the request that he draft a law embodying the points outlined above, and such other remedies as are deemed expedient.

The antilottery act went into effect September 19, 1890. In the two years which have elapsed since that date the lottery companies have been practically swept from the country. With a similar enactment in our hands against the "green goods" swindlers, it is to be hoped that the war which will be waged against them will be as effective and complete as that which was waged against the lottery companies.

The act creating the office of Fourth Assistant Postmaster-General was passed March 3, 1891, to take effect July 1, 1891. As the first incumbent of the office, it has been my endeavor so to perfect its organization and shape its work and policies as to make it yield the best results as an important factor in the machinery of the Department.

Very respectfully,

E. G. RATHBONE,
Fourth Assistant Postmaster-General.

The POSTMASTER-GENERAL.

Following are the reports from the appointment division, bond division, and division of post-office inspectors and mail depredations, showing the operations in the several divisions.

APPOINTMENT DIVISION.

To this division come all applications for the establishment, discontinuance, and changes of name and sites of post-offices, and papers are prepared here for the signature of the Fourth Assistant Postmaster-General in fourth-class cases, and in Presidential cases for the signature of the President. Here also are lodged resignations of postmasters, notices of their death, and requests for their removal. All papers relating to the appointment of postmasters, for any reason whatever, are received in this division, properly acknowledged, briefed, filed and jacketed, and made ready for action. The entire correspondence of the Department in relation to the appointment of postmasters, the establishment and discontinuance of post-offices, and changes of name and site, goes out from this division. Here a complete record is made and kept of every transaction in connection with appointments of postmasters. The entire country—the States and Territories—is divided into fifteen sections, for the convenience of the Department and for an equitable distribution of the work among the several clerks of the division. Books of record are kept in each section showing by States and counties the names of the post-offices alphabetically arranged, together with the names of the postmasters and the dates of their appointments, and the dates on which commissions are issued. By these records it may be learned at a glance the names of those who have served as postmasters at a given place for a number of years past. There is also a daily record of all changes kept in the division, showing the name of the office, the county, the State, the name of the retiring postmaster and of the appointee, and the reason for the change. Complaints against postmasters and the management of the office come to this division, and are referred to the division of inspectors for the purpose of having an investigation made touching the complaints. A record is kept in the division of the total number of offices in operation in the United States, by States and Territories.

The following tables give a complete record of the operations of the division:

OPERATIONS OF THE APPOINTMENT DIVISION.

Post-office established and discontinued, postmasters appointed, and the increase or decrease as compared with the previous year.

Post-offices.	June 30, 1891.	June 30, 1892.	Increase.	Decrease.
Post-offices established during the year.....	3,420	4,105	685	
Post-offices discontinued during the year.....	1,492	1,318		174
Net increase over previous year.....	1,928	2,790	862	
Whole number of post-offices.....	64,329	67,119	2,790	
Number of Presidential.....	2,942	3,156	214	
Number of fourth class.....	61,387	63,963		

APPOINTMENTS DURING THE YEAR.

Appointments.	June 30, 1891.	June 30, 1892.	Increase.	Decrease.
On resignations and expirations of term.....	7,570	7,248		322
On renewals.....	1,429	1,205		224
On offices becoming Presidential.....	241	235		6
On deaths of postmasters.....	658	801	143	
On establishment of post-offices.....	3,420	4,106	685	
Total.....	13,318	13,594	276	552

Total appointments during the year.....	13,594
Total offices discontinued.....	1,315
Number of names and sites changed.....	1,888
Total cases acted upon.....	14,797

The number of new offices established and the increase in the number of post-offices, arranged by sections, States and Territories, were as follows:

States and Territories.	Estab- lished.	Increase.	States and Territories.	Estab- lished.	Increase.
New England States:			Southern States, Oklahoma, and Indian Territory—Cont'd.		
Maine.....	27	21	Alabama.....	206	139
New Hampshire.....	7	1	Mississippi.....	143	107
Vermont.....	12	9	Louisiana.....	82	52
Massachusetts.....	9	6	Texas.....	211	128
Rhode Island.....	3	3	Arkansas.....	138	75
Connecticut.....	7	4	Missouri.....	146	95
Total.....	65	44	Tennessee.....	164	117
Middle States:			Kentucky.....	185	146
New York.....	117	89	Oklahoma.....	84	68
New Jersey.....	33	28	Indian Territory.....	63	48
Delaware.....	7	6	Total.....	2,356	1,643
Maryland.....	62	50			
Pennsylvania.....	201	158	West and Northwest States and Territories:		
District of Columbia.....			Ohio.....	99	73
Total.....	420	831	Indiana.....	80	50
States and Territories on Pacific slope:			Michigan.....	82	46
Oregon.....	64	48	Illinois.....	91	61
California.....	92	55	Wisconsin.....	69	48
Nevada.....	16	9	Iowa.....	57	23
Washington.....	122	101	Minnesota.....	79	48
Alaska.....	4	3	Nebraska.....	50	20
Total.....	298	216	Colorado.....	50	26
Southern States, Oklahoma, and Indian Territory:			North Dakota.....	30	16
Virginia.....	156	120	New Mexico.....	26	12
West Virginia.....	132	93	Montana.....	52	39
North Carolina.....	200	141	Wyoming.....	28	17
South Carolina.....	123	106	Idaho.....	41	30
Georgia.....	220	143	Utah.....	17	15
Florida.....	93	65	Arizona.....	25	15
			South Dakota.....	43	18
			Kansas.....	38	.....
			Total.....	966	557

The greatest increase in the number of post-offices in any of the States for the year was 158 in Pennsylvania. In Kentucky the increase was 146; Georgia, 143; North Carolina, 141, and Alabama, 139. The largest increase for the previous year was 130, in Kentucky.

The District of Columbia shows a decrease of 1. In Kansas 38 offices were established and 38 discontinued.

In each of thirteen States there were upwards of 2,000 offices in operation on June 30, as follows:

Pennsylvania.....	4,842	Kentucky.....	2,490
New York.....	3,565	Tennessee.....	2,487
Ohio.....	3,229	Texas.....	2,477
Virginia.....	2,897	Indiana.....	2,140
North Carolina.....	2,755	Alabama.....	2,118
Missouri.....	2,570	Georgia.....	2,111
Illinois.....	2,510		

In twelve of the States there are 100 or more Presidential offices, as follows:

Illinois.....	225	Missouri.....	112
Indiana.....	108	New York.....	264
Iowa.....	163	Ohio.....	178
Kansas.....	123	Pennsylvania.....	230
Massachusetts.....	156	Texas.....	117
Michigan.....	151	Wisconsin.....	104

TABLE A.—Operations of the appointment division for the fiscal year ended June 30, 1892.

States and Territories.	Post-offices.				Fourth-class postmasters.			Presidential cases.				Relegated to fourth class.	Total number of cases.	
	Established.	Discontinued.	Names and sites changed.	Appointments on changes of name and site.	Resigned.	Removed.	Deceased.	Resigned.	Commissions expired.	Removal.	Deceased.			Offices become Presidential.
Alabama	206	67	48	29	213	38	28				2	2		604
Alaska	4	1			2									7
Arizona	25	10	5	5	34	4	1					1		80
Arkansas	138	63	95	59	221	21	16		1		1	4	1	560
California	92	37	38	21	180	67	14	1	7		4	9	1	449
Colorado	59	33	47	22	126	11	3	1	4	1	1		1	286
Connecticut	7	3	2	1	25	1	7		7	1	1	3	2	57
Delaware	7	1	3	2	11	1	1	1	1			2		27
District of Columbia		1			1									2
Florida	93	28	35	14	112	17	7		1			1		224
Georgia	229	77	55	29	261	35	24		1	2	1	3		679
Idaho	41	11	18	12	41	8	2					3		124
Illinois	91	30	50	6	253	32	16	4	11	2	5	17	1	511
Indiana	80	30	28	10	238	36	23		1			7	1	443
Indian Territory	63	15	11	7	62	5	2			1				159
Iowa	57	34	33	11	208	41	17	4	4	2	2	17	1	419
Kansas	38	38	42	23	193	18	16	4	1		3	3		356
Kentucky	195	49	48	26	326	57	19	3	2	1		3		703
Louisiana	82	30	33	24	114	11	9	1			2	2		284
Maine	27	6	15	11	67	7	11	1	5	1		9	1	149
Maryland	62	12	16	7	82	17	17		1	1		4		212
Massachusetts	9	3	2		30	8	14	2	12	2	4	8		94
Michigan	82	36	54	22	205	50	33	1	8	2	2	4		477
Minnesota	79	31	41	26	110	30	14	2	7		1	7		322
Mississippi	143	36	33	21	197	23	23	1	2					455
Missouri	146	51	95	48	356	46	31	2	2	2		10		741
Montana	52	13	27	22	75	1		2	2		1	4		177
Nebraska	50	30	64	51	173	20	5	3	1	1			5	347
Nevada	16	7	1	1	17		1				1			43
New Hampshire	7	6	9	6	37	1	8					3		71
New Jersey	33	5	12	4	59	15	11		7	1	2	2		147
New Mexico	26	14	20	15	47	3	1		1			1	1	113
New York	117	28	58	22	204	87	68	4	21	5	10	4	1	606
North Carolina	200	59	110	80	207	75	31	1		1		5	1	689
North Dakota	30	14	29	22	59	5	4	1	2			2		146
Ohio	99	26	87	21	278	73	30	1	12	2	1	11		570
Oklahoma	84	16	14	5	31	2	1					1		149
Oregon	64	16	34	21	120	7	10	1	1			3		256
Pennsylvania	201	43	75	25	392	70	57	4	17	4	2	15	2	899
Rhode Island	3		1		4	1	4		1	2				16
South Carolina	123	17	55	27	91	19	7		3					315
South Dakota	43	25	44	32	85	8	2			1		6	1	214
Tennessee	164	47	82	51	261	33	39					6		632
Texas	211	83	85	51	377	41	30	3	3			22		855
Utah	17	2	8	7	32	2	1					2		64
Vermont	12	3	1	1	34	2	5		2		1	1		61
Virginia	156	36	97	55	224	39	42		2	1		9		606
Washington	122	21	57	41	135	17	4	4	1			9		370
West Virginia	132	39	73	41	212	23	22	1				3		505
Wisconsin	69	21	31	14	169	37	22		8		1	5		363
Wyoming	25	11	17	13	43	4	3					2		108
Total	4,105	1,315	1,888	1,064	7,034	1,169	753	52	162	36	48	235	20	16,797

TABLE B.—Total number of Presidential post-offices in each State and Territory on June 30, 1891, and June 30, 1892, with the increase and decrease; number discontinued and number relegated to the fourth class, also total number of offices in the United States on that date.

States and Territories.	June 30, 1891.	June 30, 1892.	Increase.	Decrease.	Discontin- ued.	Relegated to fourth class.	Total fourth class, June 30, 1892.	Whole number, June 30, 1892.
Alabama	31	33	2				2,085	2,118
Alaska							20	20
Arizona	5	7	2				176	183
Arkansas	29	32	3			1	1,572	1,604
California	85	93	8			1	1,356	1,449
Colorado	44	43		1		1	665	708
Connecticut	67	68	1			2	433	501
Delaware	9	11	2				152	162
District of Columbia	1	1					10	11
Florida	21	22	1				913	935
Georgia	36	39	3				2,072	2,111
Idaho	7	10	3				290	300
Illinois	209	225	16			1	2,285	2,510
Indiana	102	108	6				2,032	2,140
Indian Territory	5	5				1	311	316
Iowa	147	163	16			1	1,663	1,826
Kansas	120	123	3				1,691	1,814
Kentucky	48	51	3				2,439	2,490
Louisiana	17	18	1				911	929
Maine	48	57	9			1	1,096	1,148
Maryland	24	28	4				1,098	1,126
Massachusetts	148	156	8				714	870
Michigan	147	151	4				1,796	1,947
Minnesota	67	74	7				1,271	1,345
Mississippi	32	33	1				1,404	1,437
Missouri	102	112	10				2,458	2,570
Montana	17	21	4				397	418
Nebraska	85	80		5		5	1,067	1,147
Nevada	6	6					155	161
New Hampshire	38	41	3				602	543
New Jersey	79	81	2				796	877
New Mexico	9	9				1	268	277
New York	256	264	8			1	3,301	3,566
North Carolina	31	35	4			1	2,720	2,755
North Dakota	17	19	2				499	518
Ohio	167	178	11				3,051	3,229
Oklahoma	3	4	1				202	206
Oregon	20	21	1		2		728	749
Pennsylvania	216	230	14			2	4,612	4,842
Rhode Island	14	14					131	145
South Carolina	25	25					1,231	1,256
South Dakota	35	38	3			1	653	691
Tennessee	38	44	6				2,443	2,487
Texas	97	117	20				2,360	2,477
Utah	5	7	2				265	272
Vermont	34	35	1				510	554
Virginia	45	54	9				2,843	2,897
Washington	25	32	7		1		734	766
West Virginia	23	26	3				1,706	1,732
Wisconsin	99	104	5				1,632	1,736
Wyoming	7	8	1				245	253
Total	2,942	3,156	220	6	3	20	63,963	67,119

TABLE C.—Operations of the appointment division of the office of the Fourth Assistant Postmaster-General, as to fourth-class offices, for the year ended June 30, 1892, also post-offices in each State and Territory on June 30, with the increase over the corresponding number on June 30, 1891.

States and Territories.	Post-offices.				Fourth-class post-masters.			Total cases.	Total post-offices June 30, 1892.	In-crease over 1891.	De-crease.
	Estab-lished.	Dis-con-tinued.	Names and sites changed.	Appoint-ments on changes of name and site.	Re-sig-ned.	Re-moved.	De-ceased.				
Alabama	206	07	48	29	213	38	28	600	2, 118	139	.....
Alaska	4	1	.....	.....	2	.....	.....	7	20	3	.....
Arizona	25	10	5	5	34	.....	1	79	183	15	.....
Arkansas	138	63	95	59	221	21	16	554	1, 604	75	.....
California	92	37	38	21	180	67	14	428	1, 449	55	.....
Colorado	59	33	47	22	126	11	3	279	708	26	.....
Connecticut	7	3	2	1	25	1	7	45	501	4	.....
Delaware	7	1	3	2	11	1	1	24	163	6	.....
District of Co-lumbia .....	.....	1	.....	.....	1	.....	.....	2	11	.....	1
Florida	93	28	35	14	112	17	7	292	935	65	.....
Georgia	220	77	55	29	201	35	24	672	2, 111	143	.....
Idaho	41	11	18	12	41	8	2	121	300	30	.....
Illinois	91	30	50	6	253	.....	16	472	2, 510	61	.....
Indiana	80	30	28	10	238	36	23	435	2, 140	50	.....
Indian Terri-tory	63	15	11	7	62	5	2	158	316	48	.....
Iowa	57	34	33	11	208	41	17	390	1, 826	23	.....
Kansas	38	38	42	23	193	18	16	345	1, 814	.....	.....
Kentucky	195	49	48	26	326	37	19	694	2, 490	146	.....
Louisiana	82	30	33	24	114	11	9	269	929	52	.....
Maine	27	6	15	11	67	7	11	133	1, 143	21	.....
Maryland	62	12	16	7	82	17	17	206	1, 126	50	.....
Massachu-setts	9	3	2	.....	30	8	14	66	870	6	.....
Michigan	82	36	54	22	205	50	33	460	1, 947	46	.....
Minnesota	79	31	41	26	110	30	14	305	1, 345	48	.....
Mississippi	143	36	33	21	197	23	20	452	1, 437	107	.....
Missouri	146	51	95	48	356	46	31	725	2, 570	95	.....
Montana	52	13	27	22	75	1	.....	168	418	39	.....
Nebraska	50	30	64	51	173	20	5	342	1, 147	20	.....
Nevada	16	7	1	1	17	.....	1	42	161	9	.....
New Hamp-shire	7	6	9	6	87	1	8	68	543	1	.....
New Jersey	33	5	12	4	59	15	11	138	877	28	.....
New Mexico	26	14	20	15	47	3	1	111	277	12	.....
New York	117	28	58	22	204	87	68	562	3, 565	89	.....
North Caro-lina	200	59	110	80	207	75	31	662	2, 755	141	.....
North Dakota	30	14	29	22	59	5	4	141	518	16	.....
Ohio	99	26	37	21	278	73	30	543	3, 229	73	.....
Oklahoma	84	16	14	5	31	2	1	148	206	68	.....
Oregon	64	16	34	21	120	7	10	251	749	48	.....
Pennsylvania	261	43	75	25	392	70	57	838	4, 842	158	.....
Rhode Island	3	.....	1	.....	4	1	4	13	145	3	.....
South Caro-lina	123	17	55	27	91	19	7	312	1, 256	106	.....
South Dakota	43	25	44	32	85	8	2	207	691	18	.....
Tennessee	164	47	82	51	261	33	39	626	2, 487	117	.....
Texas	211	83	85	51	377	41	30	827	3, 229	128	.....
Utah	17	2	8	7	32	2	1	62	272	15	.....
Vermont	12	8	1	1	34	2	5	57	654	9	.....
Virginia	156	36	97	55	224	89	42	594	2, 897	120	.....
Washington	122	21	57	41	135	17	4	356	766	101	.....
West Vir-ginia	182	39	73	41	212	23	22	501	1, 732	93	.....
Wisconsin	60	21	31	14	160	37	22	349	1, 736	48	.....
Wyoming	28	11	17	13	43	4	3	106	253	17	.....
Total	4, 105	1, 315	1, 888	1, 064	7, 034	1, 169	753	16, 267	67, 119	2, 791	1

TABLE D.—*Appointments made upon resignations, commissions expired, removals, deaths, etc., at Presidential post-offices during the fiscal year ended June 30, 1892.*

States and Territories.	Resigned.	Commissions expired.	Removal.	Deceased.	Offices become Presidential.	Relegated to fourth class.	Total number of cases.
Alabama				2	2		4
Arizona					1		1
Arkansas		1		1	4	1	6
California	1	7		4	9	1	21
Colorado	1	4	1	1		1	7
Connecticut		7	1	1	3	2	12
Delaware		1			2		3
Florida		1			1		2
Georgia		1	2	1	3		7
Idaho					3		3
Illinois	4	11	2	5	17	1	39
Indiana		1			7	1	8
Indian Territory			1				1
Iowa	4	4	2	2	17	1	29
Kansas	4	1		3	3		11
Kentucky	3	2	1		3		9
Louisiana	1			2	2		5
Maine	1	5	1		9	1	16
Maryland		1	1	1	4		6
Massachusetts	2	12	2	4	8		28
Michigan	1	8	2	2	4		17
Minnesota	2	7		1	7		17
Mississippi	1	2					3
Missouri	2	2	2		10		16
Montana	2	2		1	4		9
Nebraska	3	1	1			5	5
Nevada		1		1			1
New Hampshire					3		3
New Jersey		7	1	2			12
New Mexico		1			1	1	2
New York	4	21	5	10	4	1	44
North Carolina	1		1		5	1	7
North Dakota	1	2			2		5
Ohio	1	12	2	1	11		27
Oklahoma					1		1
Oregon	1	1			3		5
Pennsylvania	4	17	4	2	15	2	42
Rhode Island		1	2				3
South Carolina		3					3
South Dakota			1		6	1	7
Tennessee					6		6
Texas	3	3			22		28
Utah					2		2
Vermont		2		1	1		4
Virginia		2	1		9		12
Washington	4	1			9		14
West Virginia	1				3		4
Wisconsin		8		1	5		14
Wyoming					2		2
Total	52	162	36	48	235	(20)	533

DIVISION OF BONDS AND COMMISSIONS.

In this division is kept a complete record of all bonds of postmasters and a record of the dates when postmasters' commissions are issued.

The inventory of amount of penalties of all bonds on file in the bond division foot up the total \$116,500,300, divided as follows:

Presidential bonds, \$37,503,000; money-order bonds, \$47,949,000; fourth-class bonds, not money order, \$31,048,300.

Unless a post-office is discontinued, not one of these bonds can be retired to be canceled till a new one takes its place.

THE RECORDS OF THE BOND DIVISION.

The records of the division may be briefly described, as follows:

The names of all Presidential offices and postmasters are recorded in two books, in one of which the names of the offices are entered by

States and Territories in alphabetical order. In the other the names of the postmasters are kept in alphabetical arrangement according to dates of appointment. The names of the postmasters appointed at money-order offices, which do not belong to the Presidential list, are entered alphabetically in a separate record according to dates of appointment.

The names of postmasters appointed at fourth-class offices, which do not belong to the money-order list, are likewise entered in a separate record in alphabetical order, according to dates of appointment, the same being divided into two sections in consequence of the large number of entries required. There are also forty-seven record books, in which the names of post-offices of all classes are recorded by States and counties, together with the names of the postmasters and the dates of their appointment.

THE WORK OF THE BOND DIVISION.

To this division is assigned the duty of preparing and transmitting all letters of appointment of newly designated postmasters, together with blank bonds and oaths for execution; recording the names of postmasters, the dates of their appointment, the names of their sureties; examining all bonds to see that the same are properly executed and filed away alphabetically by States, and preparing all postmasters' commissions for the signature of the President or the Postmaster-General (as the case may be).

REPORTS.

The preparation of the various reports, required under the laws and regulations of the Department, is assigned to this division, as follows: Daily, to the division of post-office supplies, office of the First Assistant Postmaster-General; to the contract and equipment divisions, office of the Second Assistant Postmaster-General; to the stamp division, office of the Third Assistant Postmaster-General; and to the General Superintendent of the Railway Mail Service, for publication in the Daily Bulletin; weekly, to the Superintendent of the Money-Order System; to the Superintendent of Free Delivery, and to the Auditor of the Treasury for the Post-Office Department, and quarterly, to the last-named officer, together with a list of the post-offices transferred from the fourth class to the Presidential list.

For additional information concerning the operations of the division reference is made to the following tabulated statement:

Operations of the bond division for the fiscal year ended June 30, 1892.

Cases received from appointment clerks.....	16, 800
Papers sent on cases received	67, 200
Entries made on record books	31, 419
Appointment bonds examined and passed for approval of Postmaster-General and filed	12, 707
Bonds returned for correction.....	2, 367
Duplicate bonds sent.....	906
New bonds sent by order of the Postmaster-General.....	11
New bonds filed	6, 375
New bonds sent for postal-note offices.....	176
New bonds sent by request of sureties.....	592
New bonds sent by request of postmasters.....	882
New bonds sent by request of Third Assistant Postmaster-General.....	179
New bonds sent on reports of post-office inspectors.....	219

New bonds received and reported	6, 375
Circulars sent to postmasters accompanying new bonds	11, 347
Circulars sent to sureties requesting to be released	599
Circulars calling for execution of bonds	1, 368
Oaths received and filed	27, 126
Letters sent	2, 063
Surety circulars sent to chief post-office inspector	2, 963
Post-office inspectors' reports received	2, 619
Oaths sent by request of postmasters	23, 425
New bonds sent for establishment of new money-order offices	6, 249
Presidential cases	812
Money-order cases	1, 107
Number of current records in use	47
Number of blank forms in use	74

REPORTS OF BOND DIVISION.

Statement showing the number and character of the various reports made to the several bureaus of the Department for the year ended June 30, 1892.

New bonds reported to the Third Assistant Postmaster-General	4, 656
New bonds reported to the Auditor	6, 375
New bonds filed	6, 375
Commissioned postmasters reported to the Auditor	12, 707
Commissioned postmasters reported to the Third Assistant Postmaster-General	12, 707
Commissioned postmasters reported for publication in the Postal Bulletin	12, 707
Commissioned postmasters reported to the money-order office	1, 347
New bonds reported to money-order office	621
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the Second Assistant Postmaster-General	6, 303
Number of establishments, discontinuances, and changes of names and sites of post-offices reported to the equipment division	5, 340
Number of establishments and changes of names of post-offices reported to the division of post-office supplies	4, 177
Number of discontinuances reported to the Auditor	1, 223
Designations and oaths of acting postmasters received, examined, reported, recorded, and filed	623

Commissions issued during the fiscal year ended June 30, 1892.

	Presi- dential.	Fourth class.	Dupli- cate.	Total number.
1891—				
July	53	992	4	1, 049
August	20	965	4	789
September	14	704	5	723
October	57	904	6	967
November	19	783	4	786
December		965	3	968
1892—				
January	274	956	3	1, 233
February	158	1, 072	5	1, 235
March	63	1, 256	4	1, 323
April	75	1, 254	1	1, 330
May	35	1, 137	3	1, 175
June	23	1, 148	4	1, 175
Total	791	11, 916	46	12, 753

Table showing amount of penalties for year ended June 30, 1892.

	Presidential.	Money order.	Fourth class.	Total.
Alabama.....	\$421,500	\$828,000	\$970,080	\$2,217,500
Alaska.....		16,000	8,000	24,000
Arizona.....	91,000	144,000	103,500	340,500
Arkansas.....	355,500	708,500	740,500	1,870,500
California.....	1,404,500	1,586,500	689,500	3,680,500
Colorado.....	581,000	678,500	372,000	1,629,500
Connecticut.....	815,500	693,000	181,500	1,690,000
Delaware.....	101,000	121,500	64,500	287,000
District of Columbia.....	100,000	21,000	2,000	123,000
Florida.....	293,500	653,000	406,500	1,352,000
Georgia.....	574,000	1,016,500	956,500	2,547,000
Idaho.....	111,000	285,500	140,000	536,500
Illinois.....	2,509,000	3,399,000	853,500	6,761,500
Indiana.....	1,196,000	1,945,000	839,500	3,980,500
Indian Territory.....	38,000	124,500	172,000	334,500
Iowa.....	1,645,500	2,301,500	756,500	4,703,500
Kansas.....	1,217,000	2,106,000	746,300	4,069,300
Kentucky.....	585,500	616,500	1,293,500	2,395,500
Louisiana.....	358,000	417,000	498,000	1,273,000
Maine.....	643,000	498,000	731,000	1,872,000
Maryland.....	439,000	645,000	487,000	1,571,000
Massachusetts.....	1,959,000	529,000	835,500	3,323,500
Michigan.....	1,677,500	2,171,500	738,000	4,577,000
Minnesota.....	904,000	917,000	697,500	2,518,500
Mississippi.....	337,500	529,500	606,500	1,473,500
Missouri.....	1,332,000	1,756,000	1,298,500	4,386,500
Montana.....	266,500	237,500	216,500	720,500
Nebraska.....	793,500	1,226,500	460,000	2,480,000
Nevada.....	60,000	125,500	108,000	293,500
New Hampshire.....	404,000	335,500	362,000	1,101,500
New Jersey.....	1,004,000	943,500	294,000	2,241,500
New Mexico.....	110,000	160,000	156,500	426,500
New York.....	3,729,500	3,942,500	1,303,500	8,975,500
North Carolina.....	350,000	881,000	1,288,500	2,519,500
North Dakota.....	168,000	248,500	346,000	762,500
Ohio.....	2,287,500	3,226,500	1,277,500	6,791,500
Oklahoma.....	39,000	720,500	80,500	240,000
Oregon.....	282,000	429,000	435,000	1,146,000
Pennsylvania.....	2,545,000	4,212,500	1,877,000	8,634,500
Rhode Island.....	194,500	67,000	109,500	371,000
South Carolina.....	278,500	354,000	628,000	1,260,500
South Dakota.....	304,500	848,500	342,000	1,495,000
Tennessee.....	597,000	514,500	1,272,000	2,383,500
Texas.....	1,408,000	1,531,500	1,198,500	4,138,000
Utah.....	125,500	178,000	189,000	492,500
Vermont.....	306,500	391,500	337,500	1,035,500
Virginia.....	611,000	1,083,000	1,403,000	3,097,000
Washington.....	440,000	577,000	353,000	1,370,000
West Virginia.....	237,000	564,000	794,500	1,595,500
Wisconsin.....	1,196,000	1,164,500	876,500	3,237,000
Wyoming.....	82,000	86,000	138,500	306,500
Total.....	37,503,000	47,949,000	31,048,300	116,500,300
Total, 1891.....	Cut rates.....			100,784,500

Total increase of 1892..... \$9,715,800



EXHIBIT A.—Statement showing number of cases.

State where arrested.					Number of cases.		Grand total in each State.
	Postmasters.	Assistant postmasters.	Clerks in post-offices.	Railway post-office clerks.	Awaiting trial.	Total.	
1	2	3	4	5	27	28	29
Alabama.....	5	2	8		2	2	70
Arizona.....							2
Arkansas.....		2			5	6	46
California.....	4	1	2			1	59
Colorado.....	2	1					18
Connecticut.....	7	1	3		2	2	59
Delaware.....							22
District of Columbia.....							7
Florida.....	1	1	1		1	1	6
Georgia.....	6	2			1	1	13
Idaho.....					1	1	33
Illinois.....	4	1	1		1	3	8
Indiana.....		1			1	5	78
Indian Territory.....	1				1	3	49
Iowa.....	4						5
Kansas.....	5		1		2	2	61
Kentucky.....	5				4	4	48
Louisiana.....	1				1	1	29
Maine.....		1				1	10
Maryland.....	1		1		1	1	18
Massachusetts.....	1		3				25
Michigan.....		1			7	7	57
Minnesota.....	2	1			1	4	22
Mississippi.....	1	3				1	14
Missouri.....	3		3				27
Montana.....	1		1			2	85
Nebraska.....	2						18
Nevada.....							26
New Hampshire.....							1
New Jersey.....	1	1	1				18
New Mexico.....	1						4
New York.....	3	3	11				104
North Carolina.....	3	1			6	9	27
North Dakota.....							4
Ohio.....	2	1	1		1	2	4
Oregon.....	2	1					40
Pennsylvania.....	5	1	1		2	2	13
Rhode Island.....							71
South Carolina.....	1						2
South Dakota.....	1						4
Tennessee.....	1		1		1	1	23
Texas.....	1				1	1	26
Utah.....					1	1	33
Vermont.....	2						3
Virginia.....	1		1				4
Washington.....	1		1		2	2	42
West Virginia.....	3	3					9
Wisconsin.....	4	1					61
Wyoming.....	2					1	42
Total.....	90	30	36		42	62	1,384

REPORT OF THE CHIEF POST-OFFICE INSPECTOR.

POST-OFFICE DEPARTMENT,
OFFICE OF CHIEF POST-OFFICE INSPECTOR,
Washington, D. C., August 26, 1892.

SIR: In handing you herewith the tabulated results of the work of this Division of your office for the last fiscal year, I congratulate you and the postal service upon the condition which they exhibit. With pardonable pride, I testify to the energy, loyalty, and zeal of those making up the force of this branch of the service. They have performed all their arduous duties with promptness and fidelity, and I feel that the morale of the service was never better than at present. I do not think that the representatives of this service are as well compensated as is merited by the dignity and worth of their work, nor as well as corresponding employés in other branches of the public service. Yet their faithfulness and zeal are always to be relied on and to a great extent contribute to the efficiency of the postal establishment. Whatever duties have been assigned have been undertaken without shrinking or murmur, and performed as successfully as possible consistently with merely human effort.

There have been no great events to record during the year, but the showing is one of quiet performance of daily duty. It is the work of the persistent, faithful laborer, who meets the demands of each day as he finds it, that builds up and carries on great enterprises and adds to the success and well-being of mankind. And this is as true of the postal service as of any other organization. It is the efficient performance of each day's tasks by every individual that makes its worth felt by every citizen. The letter-carrier on his daily round; the hard-worked railway postal clerk in his travels; the mail-carrier on his lonely rides in remote districts; the busy assorter and distributor in the city post-office; the clerk who is factotum in the smaller offices; the speedy special-delivery messenger; the driver of the mail van; the employé in the great central Department at the Capital; the inspector in his extended travels of supervision and surveillance, each and all must do all every day that is given him with his best powers, to keep the great industry which reaches every home and vitalizes every enterprise in this great land in such a state as to be not only a credit to those engaged in conducting it, but a real help and efficient servant of all the people.

The first feature of the work to which attention is invited is the one most disagreeable to deal with and yet one which requires perhaps the greatest amount of conscientious performance of duty. I allude to the table (Exhibit A) showing what may be called the criminal statistics of the office. The duty of making arrests is a responsible and by no means a cheerful one. It requires careful thought and preparation and courage, as its consequences are grave and a mistake is terrible in its effects both upon accused and accuser. To take a step which may prejudice the good name and standing of a fellow being by depriving him of his liberty and reputation is a heavy responsibility and not to

be lightly undertaken. To this end inspectors have received careful instructions as to their duty before acting, and I am pleased to state that the results show that they rarely act hastily and without probable and good cause.

The total number of arrests made for all kinds of offenses during the year was 1,384. Of this number only 231 were postal employés. This may at first seem a large number, but when we consider that there were in the service January 30, 1892, 184,431 persons in all grades, it is not an alarming exhibit. Human nature is the same everywhere, and the postal service is no exception. Weak men and bad men get into it occasionally, but they are discovered and removed, because, sooner or later a dishonest employé is sure of detection. Of the cases tried 373 resulted in conviction, while only 61 resulted in acquittal. The number of burglars of post-offices arrested was 203, as against 178 last year. This figure, taken in connection with the fact that 1,108 post-offices were reported to have been burglarized during the year, is a matter for serious thought, and will be discussed more fully hereafter. It is not necessary to dwell on the table further. It is self-explanatory, and it is appended here and attention again invited to its figures.

The next feature of the work to which attention is invited is the matter of complaints concerning the registry system, embracing losses, delays, tampering, and all sorts of irregularities in the nature of depredations in the domestic registered mail. The foreign branch of the service is treated and will be considered separately under its appropriate heading. These complaints come from all sources, and are invited, and the public is urged to report all irregularities of whatever kind in order that the service may be corrected and improved if found wanting, and in order that guilt may be fixed and offenders punished when they are detected. This invitation is of long standing, and it is believed that it is widely known and understood, and that it is accepted in most if not all instances. It is, therefore, gratifying to note the result of the work of the last year. For convenience of treatment, the cases based on this class of complaints are called Class A or Registered Cases. They are detailed in Exhibit B, which shows the nature of the complaints; also the number of them investigated during the year; the number remaining on hand uninvestigated, and the results of the investigations as reported. Attention is invited to the following table, Exhibit B:

By an analysis of the first part of this exhibit it will appear that there were only 6,029 complaints of all kinds received during the year, 877 less than were received last year. This is an exceedingly good exhibit, and I think it may reasonably be inferred that there has been a corresponding improvement in the service during the year. Surely the public have not been less ready to report losses and irregularities and to state grievances. The decrease in the number of complaints may, therefore, be accepted as a good omen.

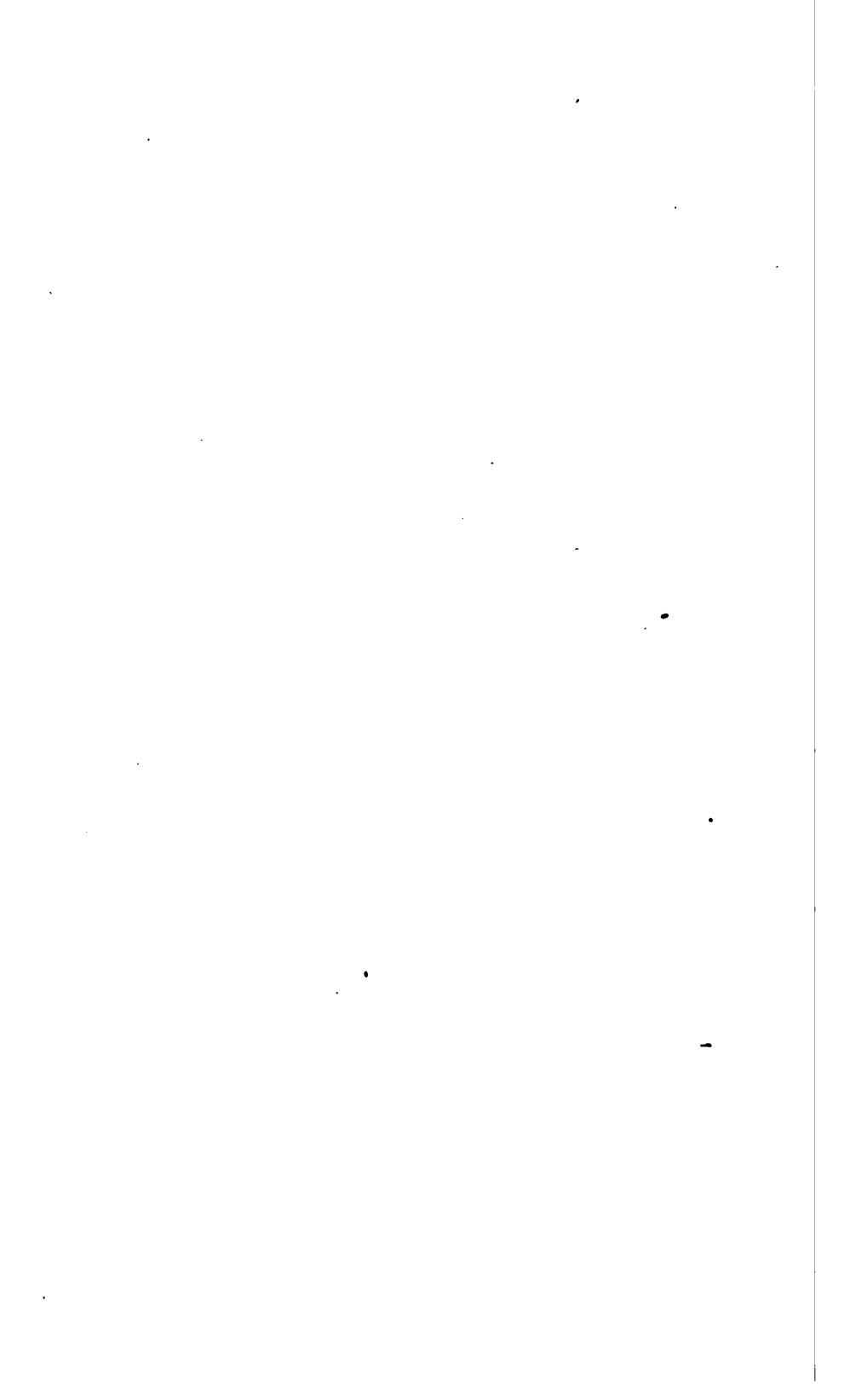
Of these complaints 5,829 related to losses or other irregularities in the treatment of registered letters, and 200 to packages—third and fourth class matter; 2,618 complaints of rifling were received; 2,852 of absolute loss; 203 of the separation of the package from accompanying registered package envelope; 84 complaints of detention were made; 139 of wrongful delivery to another than the addressee; 8 of tampering with the letter or its contents; and 72 miscellaneous and indefinite complaints were received. Three thousand eight hundred and two of these complaints have been investigated and reported upon, and the

for investigation during the fiscal year ended

tigated, and closed during the fiscal year ended

											Financial condition.				
Losses in—															
Railway mail serv- ice.	Star routes, etc.	Other causes.	Robbery of post-offices.	Robbery of postal cars.	Robbery of stages, etc.	Theft.	No discovery.	Total.	No loss.		Total.	Through office of Chief Post-Office Inspector.	Through Dead-Let- ter Office and out- side the Depart- ment.	Total amount recovered.	Estimated amount lost.
39	40	41	42	43	44	45	46	47	48		53	54	55	56	57
3					1	1		127	92		127	\$90.00	\$85.92	\$175.92	\$322.02
					6			2	1		2				128.00
								21	14		21	20.00		20.00	38.08
			8			2	1	80	63		89	210.77	8.70	219.47	406.92
			2		4		1	102	81		102	105.00		105.00	244.00
1			3		3			66	52		66	45.61	9.05	54.66	140.26
								47	37		47	77.50		77.50	80.25
								4	3		4	.80		.80	.80
1							1	101	94		101	38.51		38.51	53.51
1								38	26		38	49.42	.75	50.17	50.17
1			4				1	88	43		88	94.91	378.09	473.00	501.80
2								30	25		30	108.35	1,768.00	1,876.35	1,876.35
		1	3		16	2	4	240	158		240	201.32	22.50	223.82	2,357.35
			7				1	163	73		163	134.40	111.71	246.11	291.64
								17	17		17				
2			11				1	77	54		77	70.21	1.00	71.21	187.62
1			1					74	60		74	233.53	43.90	277.43	280.43
1			14				3	114	54		114	66.36	163.46	229.82	770.14
5			2		2			59	43		59	439.10	9.50	448.60	469.80
			1					22	18		22	10.75		10.75	14.25
1			1			1	1	49	34		49	84.67	102.91	187.58	192.58
			1					51	44		51	32.10	2.35	34.45	39.95
1			1				5	100	61		100	176.75	35.50	212.25	458.38
3			17		2			74	43		74	62.05	7.15	69.20	646.35
1			3		8			71	46		71	94.45	32.67	127.12	291.54
		1	6			1	1	155	107		155	166.16	23.80	189.96	501.89
								68	32		68	513.00	5.76	518.76	576.56
1			7				1	65	39		65	8.63	46.00	54.63	194.60
								10	9		10				16.50
								5	3		5	4.00		4.00	4.00
3			4				1	60	40		60	139.44	44.45	183.89	184.14
	4						1	31	23		31	64.75	5.00	69.75	70.25
4			8			1	7	263	192		263	452.57	18.46	471.03	562.57
1			2		3		1	77	46		77	419.92	2.50	422.42	575.40
								21	18		21	39.50		39.50	46.75
1			8				1	168	95		168	109.00	1,093.57	1,202.57	1,237.68
								8	7		8				1.00
5			5		3		1	64	45		64	344.00		344.00	365.00
3			25				3	293	180		293	491.93	57.99	549.92	811.48
							1	7	4		7	45.75		45.75	45.75
								36	21		36	50.48	7.05	57.53	57.53
				1				20	13		20	136.80	20.00	156.80	199.15
3			2			1	1	89	49		89	171.35	31.76	203.11	204.11
								134	90		134	683.36	9.30	692.66	1,251.66
							2	21	17		21	2.00		2.00	77.00
								7	6		7				2.35
4	2		1					113	71		113	474.78	162.04	636.82	636.27
			9			1		96	61		96	294.33	89.00	383.33	433.18
2			3		8			99	44		99	53.29	194.14	247.43	596.81
			2				3	47	33		47	84.10	3.00	87.10	217.71
			1					19	14		19		9.50	9.50	10.71
54	6	2	166	1	56	19	43	3,802	2,495	10	3,802	7,195.70	4,606.48	11,802.18	18,783.12





cases finally closed, as will appear by an examination of the second portion of Exhibit B. In 2,495 of the cases no loss was found to have occurred; in 1,500 of these the cause of complaint was groundless, the same having been made prematurely without waiting to hear from the addressee on the one hand or from the sender on the other; 13 cases of improper address were found to have occurred; 50 cases of improper dispatch of the registered matter were found to have occurred which gave rise to the complaint; 125 complaints were caused by carelessness of postal employes; in 2 cases only was there unavoidable delay; 154 were complaints caused by various unexplainable errors; in 88 cases no inclosure was made by the sender, and in 435 cases the complaint of rifling was false; in 75 if rifling occurred it was not done while the matter was in the custody of the postal service, and 30 complaints were found to have been made when no such article as alleged was ever mailed or registered.

As has been remarked in previous reports, it is extraordinary how people will endeavor to take advantage of others by the old and oft repeated claim of inclosures in letters that were never made, and this in the most open and unblushing manner. The hope of paying a debt, or gaining time, or that the Department will be responsible and recompense the alleged losers must be the motive. If persons would only reflect for a moment it would seem that their better natures would prevail against such a course. Besides the attempt to deceive their correspondents, cruel wrong is often done innocent persons both in the service and out by placing all who have handled such matter under the suspicion of having rifled it. Of the 3,802 cases investigated, 1,307 were found to have been based on well-founded complaints and actual loss to have resulted. Only 205 losses were traceable to the dishonesty and 297 to the carelessness of postal employes—a very creditable showing when we consider the large number of persons who handle registered matter directly or indirectly—upward of 135,000. In only 43 cases was it impossible to locate the cause of the loss or trace the lost article; and in the remaining 1,264 cases the losers were either voluntarily reimbursed by the party responsible in 56 cases, or by the disciplinary rules of the service the person at fault was held responsible for the amount of the loss in 624 cases, and in 217 cases the amount lost was traced into the Dead Letter Office and restored to the owner. These latter cases were mostly where remittances of coin had been made and broken from the envelope. So that loss beyond recovery was found to have occurred in 410 cases only, and this from all causes. If, of the 2,227 cases remaining on hand, one-third should be found to have resulted in actual loss, we have 742. Adding these to the 410 cases before mentioned we have a total ascertained and estimated loss of 1,152. The estimated portion of this sum is large, but for purposes of comparison it is better that the estimate should be over than under the actual figure. Now, comparing the 1,152 with the total number of pieces registered during the year, viz. 15,260,094, we have a loss of one piece for every 13,246 handled. This showing, it seems to me, clearly demonstrates the great safety of the registered mail. Indeed I learn incidentally that an insurance company sometime since undertook the business of insuring registered matter, but subsequently abandoned it because they found they did not do business enough to make it profitable. I presume the public was satisfied with the security afforded by the Department, and did not care to undergo the needless cost of insurance by outside parties.

Exhibit C shows the work done on registered cases left over investigated from the fiscal year 1891. Many of these were reported too late for attention in that year, and the work was done in this year, and the force should receive due credit therefor. The labor is just as great and the results attained just as creditable. But for purposes of comparison it can not be considered as this year's work, as it did not originate in it. There were 2,756 cases of this class investigated and reported upon during the year, making, with the 3,802 already discussed, a total of 6,558 cases of class "A" treated during the year.

Exhibit D merely recapitulates in a compact form Exhibits B and C, showing the amount of work done upon cases of Class A, so far as figures can show it. It can not give any notion of the real amount of labor the figures imply. The vast amount of correspondence, the journeys and vigils of the inspectors in search of the true facts, can not be laid down in figures. Otherwise the table needs no further comment, and it is appended.

EXHIBIT D.—Recapitulation of "A" cases.

[Based upon tabulated statements for the fiscal year ended June 30, 1892, together with actual count of "A" cases in the Post-Office Department on July 1, 1892.]

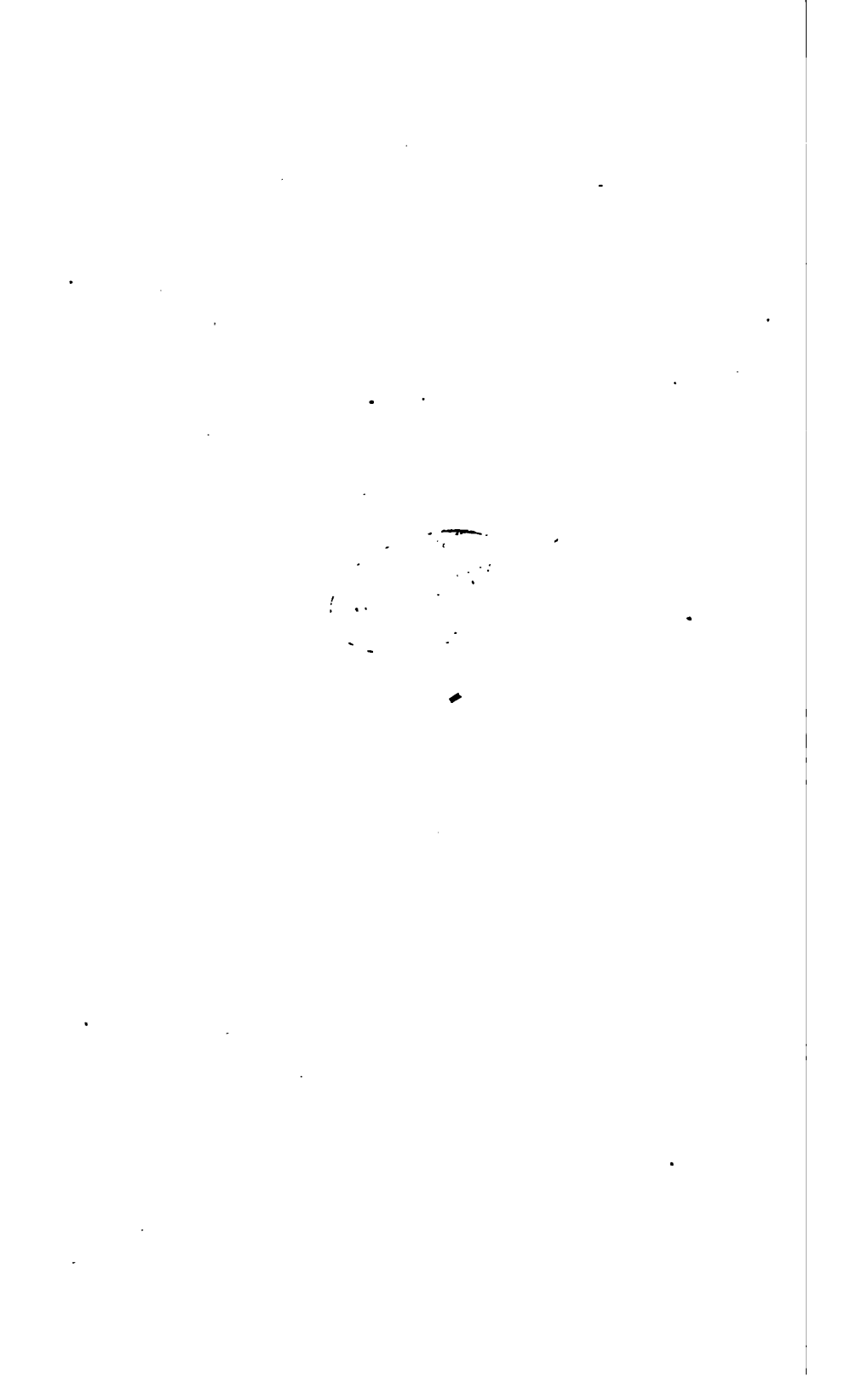
Cases outstanding July 1, 1891.....	2,985	
Cases under consideration in the Department July 1, 1891	1,016	
Cases referred for investigation during the fiscal year 1891-'92	5,899	
Cases investigated directly by Chief Inspector's office (office cases)	130	
		10,030
Cases closed: previous-year cases.....	2,756	
Cases closed: current-year cases	3,802	
Cases returned by inspectors still under consideration by office, previous year	178	
Cases returned by inspectors still under consideration by office, current year	293	
Cases in the hand of other bureaus of the Department, previous-year cases	96	
Cases in the hand of other bureaus of the Department, current-year cases	31	
		7,155
Cases outstanding July 1, 1892.....		2,875

The ordinary mail is that branch of the service nearest to every individual and in which he feels the deepest interest. To put his letter in the post-office with the regularly established amount of postage paid for its transmittal, and with the feeling that it will be surely and promptly delivered to its address, whether far or near, is a privilege which has grown into an almost absolute right. Any unusual delay, a failure in delivery, or mischance of any kind arouses a feeling of wrong-doing—of inadequate service on the part of someone, and provokes criticism and complaint. To the business world it is of incalculable value that letters should go quickly and safely, and it is this solely that the Department hopes to accomplish. There are contingencies which arise that can not be anticipated or avoided; there are others that can be met and corrected. To this end a great portion of the attention and labor of this office is directed. So complaints are invited, and only on receipt of complaints can bad service be developed. It is hoped the public will bear this in mind, and whenever there is a grievance, report it at once to some branch of the service that steps may be taken to right or remove it.

ended June 30, 1892.

Financial condition.

States and Territories	Cases paid.			No recovery.	Total.	Amount of losses paid.		Total amount recovered.	Estimated amount lost.
	Chief Post-Office Inspector.	Through Dead-Letter office.	Outside the Department.			Through office of Chief Post-Office Inspector.	Through Dead-Letter office and outside the Department.		
1	25	26	27	28	29	40	41	42	43
Alabama	35	5	2	19	104	564.16	68.25	632.41	896.36
Alaska					2				
Arizona	1	1	1	15	28	10.00	35.00	45.00	288.15
Arkansas	28	7		43	130	664.10	13.44	677.54	1,851.41
California	7			3	21	183.25		183.25	190.20
Colorado	4			8	30	56.00		56.00	181.00
Connecticut	1				14	50		50	50
Delaware				2	2				10.00
District of Columbia	1			2	32	67		67	10.67
Florida	20	2	1	1	38	264.12	8.85	272.97	277.97
Georgia	52	15	4	22	140	303.53	161.25	464.78	706.56
Idaho	8			6	28	143.61		143.61	378.36
Illinois	33	1	1	7	73	856.54	50.50	907.04	1,129.54
Indiana	4	4		4	22	67.22	2.65	69.87	760.18
Indian Territory	2			5	15	30.00		30.00	40.00
Iowa	2			4	23	75.00		75.00	146.00
Kansas	3	1	1	17	28	314.25	41.90	356.15	825.56
Kentucky	17	5	2	8	47	342.00	186.72	528.72	711.02
Louisiana	67		2	7	103	759.86	181.00	940.86	1,109.11
Maine	10			1	14	97.15		97.15	117.15
Maryland	62	2	2	30	99	577.69	8.14	585.83	747.83
Massachusetts	4	1		2	14	28.20	3.30	31.50	46.50
Michigan	6			5	16	126.40		126.40	249.40
Minnesota	3			2	32	268.00	71.80	339.80	642.05
Mississippi	42	6	3	62	141	500.04	216.26	716.30	2,677.35
Missouri	46		6	117	221	751.18	48.00	799.18	3,334.49
Montana	3	1		1	13	106.00	2.50	107.50	107.50
Nebraska	9			10	36	5,351.10		5,351.10	5,549.99
Nevada					2				
New Hampshire					11	30.00		30.00	30.00
New Jersey	2			5	12	53.80	4.00	57.80	172.30
New Mexico	3		1	10	83	205.75		205.75	378.08
New York	22			13	82	810.54	575.95	1,386.49	1,661.11
North Carolina	50	3	2	1	5	152.00		152.00	157.00
North Dakota	4			16	60	207.10	155.16	362.26	428.70
Ohio	15	5	1	3	22	50.00		50.00	50.00
Oklahoma	1			5	22	57.40	3.90	61.30	279.30
Oregon	6		1	5	64	403.87	8.94	412.81	428.41
Pennsylvania	29	4	1						
Rhode Island				2	28	40.25	37.12	77.37	81.12
South Carolina	6	6	2	367	374	15.00		15.00	1,873.00
South Dakota	1			9	125	86.40	203.09	289.49	1,056.42
Tennessee	15	22		43	110	217.78	103.06	320.84	2,919.91
Texas	18		6	47	62	144.77		144.77	1,770.14
Utah	8			5	19.06			19.06	19.06
Vermont	1			20	68	124.35	46.41	170.76	1,103.11
Virginia	13	5	2	8	41	178.11		178.11	326.11
Washington	11			5	40	154.30	39.18	193.48	199.86
West Virginia	11	11		18	18	26.00	6.00	32.00	32.00
Wisconsin	4	1		58	64	55.00	7.22	62.22	814.24
Wyoming	2								
Totals	702	106	52	1075	2756	15,490.55	2,270.50	17,770.14	36,815.62



Complaints of losses and other irregularities in the ordinary mail have received an office designation of Class B, and are fully set forth in detail in the following table, Exhibit E:

EXHIBIT E.—Statement of complaints received and result of complaint investigated, Class B, ordinary letters.

COMPLAINTS RECEIVED.

Where mailed.	Letters.	With inclosures.	Without inclosure.	Packages.	Post-offices robbed.	Post-offices burned.	Postal cars wrecked or burned.	Stages robbed.	Mail messengers or wagons robbed.	Pouches lost.	Pouches cut intentionally or by accident, or stolen.	Total number of complaints received.
1	2	3	4	5	6	7	8	9	10	11	12	13
Alabama.....	192	140	52	78	28	13	4	5		2	10	332
Arkansas.....	178	155	23	45	29	16				3	7	278
California.....	674	517	157	653	18	17	4	5		5	1	1,377
Colorado.....	248	198	50	165	14	7	2			6	4	446
Connecticut.....	715	549	166	336	24	7				3		1,085
Delaware.....	121	101	20	28	4	2					3	158
Florida.....	200	153	47	107	16	10		2				335
Georgia.....	549	424	125	309	27	20	3	1		1	4	914
Illinois.....	1,925	1,635	290	3,092	58	10	10	3		10	42	5,150
Indiana.....	596	507	89	406	54	17	1			2	5	1,081
Iowa.....	443	349	94	347	45	13	8	1		5	17	879
Kansas.....	421	323	48	207	59	14				15	12	728
Kentucky.....	545	428	117	347	42	29	3			9	13	988
Louisiana.....	282	198	64	151	14	13	2	1		3	3	449
Maine.....	298	248	50	136	7	6		1		2		450
Maryland.....	664	543	121	558	14	4				2	9	1,251
Massachusetts.....	1,744	1,443	301	835	27	5	1			5	6	2,623
Michigan.....	695	596	97	493	22	16	2			2	7	1,237
Minnesota.....	489	409	80	281	9	8	1			4	5	797
Mississippi.....	121	102	19	39	24	19	6	6		4	4	224
Missouri.....	986	830	156	1,079	72	25	12	1		21	35	2,231
Nebraska.....	291	241	50	218	10	10	7	5		2	7	550
Nevada.....	22	16	6	9		2						33
New Hampshire.....	175	150	25	49	12	1	1			1		269
New York.....	7,779	5,598	2,181	6,835	83	14	2		2	9	32	14,756
New Jersey.....	1,401	1,094	307	413	17	7				2	10	1,850
North Carolina.....	221	171	50	107	13	10	1			2	2	356
North Dakota.....	69	62	7	22	1	1					1	94
Ohio.....	1,581	1,309	272	1,233	57	20	6			5	10	2,912
Oregon.....	109	87	22	87	6	8	3	4		2	3	222
Pennsylvania.....	3,476	2,912	564	2,474	88	25	1			4	20	6,088
Rhode Island.....	450	312	127	358	1							798
South Carolina.....	204	160	44	46	9	10		1		6	2	278
South Dakota.....	102	94	8	60	4	8				1		175
Tennessee.....	303	231	72	239	33	22		1		4	15	617
Texas.....	559	451	108	232	41	37	3	4		7	9	802
Vermont.....	141	108	33	67	12							220
Virginia.....	487	387	100	302	30	15	2			1	14	851
Washington.....	178	132	46	174	7	5	1			4	1	370
West Virginia.....	211	178	33	58	25	3	2			6	11	316
Wisconsin.....	630	532	98	365	32	14		1		1	6	1,049
Alaska.....	1	1		1								2
Arizona.....	17	14	3	11	2	1				3		34
District of Columbia.....	684	541	143	341						3	3	1,031
Idaho.....	45	34	11	14	3	1	2			1	1	67
Indian Territory.....	56	52	4	4	4	7	3	2	1	3	1	81
Montana.....	180	159	21	55	4	3	2	5		7	4	280
New Mexico.....	35	30	5	12	2	1	1			2		54
Utah.....	44	33	11	19	2		1			1	4	71
Wyoming.....	21	15	6	14	3	2				2	2	44
Totals.....	31,527	25,004	6,523	23,512	1,108	498	97	49	3	184	345	57,323

EXHIBIT E.—Statement of complaints received and result of complaints investigated, Class B, ordinary letters—Continued.

RESULT OF COMPLAINTS INVESTIGATED.

Where mailed.	No discovery.	No loss.	Losses chargeable to carelessness or depredation of postal employees.	Losses chargeable to accident.	Losses chargeable to persons not in the postal service.	Cases still in hands of inspectors for investigation.
14	15	16	17	18	19	20
Alabama.....	39	69	31	5	7	181
Arkansas.....	18	28	27	5	7	193
California.....	77	302	602	12	11	373
Colorado.....	106	137	34	4	5	160
Connecticut.....	373	121	389	6	14	182
Delaware.....	27	19	56	4	4	48
Florida.....	34	75	53		5	168
Georgia.....	52	231	65	8	14	544
Illinois.....	482	372	2,067	33	1,430	768
Indiana.....	297	124	220	9	39	292
Iowa.....	294	126	114	18	33	294
Kansas.....	55	118	106	9	6	434
Kentucky.....	97	48	153	17	10	683
Louisiana.....	33	83	30	3	5	295
Maine.....	173	63	118	1	14	81
Maryland.....	188	281	658	8	8	168
Massachusetts.....	784	330	1,056	6	9	488
Michigan.....	477	135	154	7	41	423
Minnesota.....	357	102	94	7	9	228
Mississippi.....	3	34	17	3	9	158
Missouri.....	112	357	217	18	27	1,500
Nebraska.....	19	132	71	7	17	304
Nevada.....	4	21	21	1	2	5
New Hampshire.....	84	21	89	1	3	41
New York.....	815	1,372	9,583	33	47	2,906
New Jersey.....	177	192	792	8	13	664
North Carolina.....	55	69	55	6	7	164
North Dakota.....	20	22	7		4	41
Ohio.....	599	209	1,674	14	29	587
Oregon.....	31	45	53	9	2	82
Pennsylvania.....	417	689	2,190	31	43	2,718
Rhode Island.....	159	68	209		5	357
South Carolina.....	32	49	16	2	5	174
South Dakota.....	27	58	26	7	9	48
Tennessee.....	56	91	95	8	7	260
Texas.....	27	141	194	4	7	519
Vermont.....	90	26	64			40
Virginia.....	173	194	43	12	20	409
Washington.....	45	93	95	5	3	129
West Virginia.....	57	55	59	13	15	117
Wisconsin.....	331	186	195	6	47	284
Alaska.....	1	1				1
Arizona.....	12	8	7	1	1	5
District of Columbia.....	176	215	232	1	20	387
Idaho.....	5	27	12	1	3	19
Indian Territory.....	8	8	13	2	1	49
Montana.....	20	62	104	2	7	65
New Mexico.....	16	15	6		1	16
Utah.....	24	21	7	2	1	16
Wyoming.....	10	10	5	3	1	15
Totals.....	7,313	7,238	22,178	362	2,027	18,205

They are treated separately and independently of other classes of work, in order that there may be no confusion in their handling. Cases were made and referred to inspectors during the year upon 57,373 of such complaints. This is 1,994 less than were received last year, and, so far as it goes, this indicates a better service. Of these complaints, 31,527 related to letters or first-class matter, and 23,512 to packages, third and fourth class matter. Of the letters, 25,004 were stated to have contained valuable inclosures, and of 6,523, if they contained inclosures, it was not stated. Of these complaints many were no doubt hastily made and without any foundation; addressees had

failed to acknowledge, writers, or persons interested had forgotten to mail, by the carelessness and oversight of writers improper addresses were given, or, as the records of the Dead-Letter Office will show, no address at all had been supplied. These occurring at intervals throughout the entire country for a whole year, perhaps in the case of many persons never occurring, amount in the aggregate to a large number. Be that as it may, 7,238 of the complaints were found upon investigation to have been groundless or that no loss had occurred.

For a long time it has been the custom of this office to include in this class of cases complaints of robberies of post-offices, burning of post-offices, of highway robberies, of losses and cutting of mail pouches, and cases which are mail depredations and not strictly speaking losses of letters, etc. The number of these this year amounted to 2,284, which should be taken from the total of 57,323 complaints before alluded to, to show the actual complaints of losses in the ordinary mail. At a meeting of the post-office inspectors in charge, held during the year, it was decided to be in the interest of better and more convenient work to have a new class of cases to include these special depredations. Accordingly a new class has been approved, called Class D., and includes the several kinds just enumerated, robberies, burnings, etc. It was not, however, practicable to put this into operation until January 1, last, and for the purposes of this report the cases will be considered and tabulated as heretofore, under Class B. I will state, however, that so far as the new arrangement has been tried it has worked successfully, gives great satisfaction to the inspectors, and in a subsequent report it can be discussed separately and under its own appropriate heading.

I regret to report a large increase in the number of post-offices reported burglarized during the year over the number reported last year. The number this year is 1,108, as against 868 last year, an increase of 240, or more than 27 per cent. This is a crime that has been steadily increasing for a number of years. In some years the increase has been greater than in others, but the figures show a constant increase. To what this is due I am not prepared to say. It may be that increased safeguards thrown around banks and large business establishments in the cities and larger towns have rendered them less valuable sources of plunder to thieves, and so they have devoted their efforts to post-offices, which in most cases are connected with stores, especially in smaller places, and are sure to yield to the successful burglar some return for his unlawful enterprise. Or it may be the smaller hazard in the undertaking makes it more alluring. It is a fact, however, that this offense is growing; and it is not in the power of this office to prevent it. The inspectors attached to this office can not perform the duties of local police, even if it were so intended. It is true it is a part of their duty to detect crime and bring offenders to light, but it is not expected that all their energies shall be devoted to the discovery of the common thief or to the performance of the duty of a village constable and watchman. That their efforts have not been in vain, however, the figures in the table of arrests for the year, Exhibit A, demonstrates.

While 1,108 offices were reported burglarized, there were arrested for this offense, through the labors of post-office inspectors, 203 burglars as against 178 last year, an increase of 14 per cent. So far as I am advised, local authorities are willing to and in most cases do coöperate with the inspectors in their efforts, and they many times undertake the capture and punishment of the post-office burglar as soon as the crime is committed, as they very properly should do in the performance of

their sworn duty to preserve peace and protect the public welfare; yet they feel that the United States should do as much as a private corporation or individual by the payment at least of a small reward as a recompense for the labor and danger to which they are subjected. Repeated inquiries are made to the Department to know if this can be done, to all of which this office is obliged to reply in the negative. In order that there may be means to offer this incentive to local officers and citizens, I can not too earnestly urge that authority be given to the Postmaster-General to offer a small reward in cases of post-office burglaries, and that an appropriation of \$25,000 be asked to supply the means of their payment. This recommendation is not new, having been repeatedly urged by you, as Chief Post-Office Inspector, and by me in my report for last year. The following table will illustrate the yearly increase in the number of burglaries of post-offices since 1883:

Year.	No. of burglaries.	No. of burglars arrested.
1883	408	68
1884	467	87
1885	450	89
1886	487	79
1887	620	132
1888	683	172
1889	849	184
1890	872	131
1891	868	178
1892	1,106	203

By reference to Exhibit E it will be noted that 498 post-offices were reported to have been burned, 97 postal cars wrecked or burned, 49 stages robbed, 3 mail messenger wagons robbed, 184 mail pouches lost, and 345 mail pouches cut, by accident or intention, and stolen. This is an increase of only one robbery each, of stage coaches and mail messengers, over the past year, and it is to be hoped that the number will not grow. The penalty for this offense is so severe, and in many cases the hope of large booty so uncertain, that only the greatest desperadoes care to undertake it; and the standing reward offered by the Postmaster-General makes it an easy matter to induce local officers and citizens to undertake their pursuit and capture.

A very large and important portion of the work of the year is classified under the head of miscellaneous cases, Class C. This embraces every sort of case which is not technically a depredation or an alleged depredation upon the mails. It includes complaints of bad service and of violations of postal laws; cases where information is sought by other branches of the Department of almost every nature, prominently those relating to leases of buildings for post-offices, allowances for post-offices, location of post-offices, appointment of postmasters, and the validity of their bonds. These are set forth in Exhibits F, F 1, and F 2, specifically, and in such manner as to be readily understood.

EXHIBIT F.—Number, nature of cases, and office of original reference of miscellaneous cases (Class C) referred to post-office inspectors for investigation during the fiscal ended June 30, 1892.

Class of cases.	Offices from which references were made for tigation.									
	Postmaster-General.	First Assistant Postmaster-General.	Second Assistant Postmaster-General.	Third Assistant Postmaster-General.	Fourth Assistant Postmaster-General.			Assistant Attorney-General.	Auditor of Post-Office Department.	
					Appointment division.	Division of bonds and commissions.	Division of post-office inspectors and mail deprivations.			
1	2	3	4	5	6	7	8	9	10	
Inspections of county-seat post-offices as per Postmaster-General's order of August 15, 1891	2,094									
Inspections of post-offices		7		11	9		904		10	
Responsibility of sureties						2,963				
Complaints and charges against postmasters and employes of post-offices	29	253	50	45	421		1,128	8	6	
Establishment of post-offices and stations		17			25		15			
Discontinuance of post-offices and stations		7			17		62			
Allowances for post-offices	1	716					47			
Location, change of site, name, etc., of post-offices	2	135			115		35			
Appointment of postmasters	1	2			19		17			
Establishment and discontinuance of free-delivery service		89					4			
Mail-messenger service							20			
Lease of post-offices	1	125					3			
Routes: Establishment, discontinuance, or change of service			1				113			
Routes: Charges against contractors, carriers, etc.			17				71			
Mail keys and locks: Loss, etc.			66				18			
Charges against railway post-office clerks			7				11			
Collection of balance due the United States							8	1	399	
Inspection of money-order business, collection of funds, forwarding statements, etc.		362					2			
Wrong payment of money orders and postal notes		148					14		2	
Establishment and discontinuance of money-order service	6						61			
Section 340, and act of June 18, 1888, as amended	1	76	5	1	4		740	18		
Act amendatory of section 3894, Revised Statutes of the United States (lottery)		7	1	1			104	47		
Sections 174, 250, and 515				339	80		11		3	
Section 375									21	
Section 706		1	4				1	2		
Sections 725 and 726			4				11			
Section 1437										
Section 1442							1			
Section 1447		3			7		63	2		
Section 1448		20	2	1	1		170	4		
Section 1449							22			
Section 1460	2	75	1	9	2		474	28		
Section 1463				16	1					
Section 1464				2						
Section 1469		3	5	5	1		156		2	
Miscellaneous investigations and complaints	9	269	119	262	56		946	33	72	
Totals	2,139	2,325	282	692	758	2,963	5,350	143	515	

EXHIBIT F1.—Disposition by office of chief post-office inspector of miscellaneous cases (Class C) referred to and reported upon by post-office inspectors during the fiscal year ended June 30, 1892.

Number referred to and relating to and office of—

Postmaster-General (including inspection reports of county-seat post-offices, as per Postmaster-General's order of August 15, 1891).....	2, 129
First Assistant Postmaster-General.....	1, 853
Second Assistant Postmaster-General.....	452
Third Assistant Postmaster-General.....	488
Fourth Assistant Postmaster-General.....	2, 764
Assistant Attorney-General.....	91
Auditor of the Treasury for the Post-Office Department.....	305
Relating to office of post-office inspectors and mail depredations, and filed.....	1, 931
Reports of the inspection of post-offices referred to the several bureaux of the Department.....	456
Total.....	11, 472

EXHIBIT F2—Recapitulation.

Cases (Class C) referred to inspectors for investigation during the fiscal year ended June 30, 1892.....	15, 167
Cases on hand July 1, 1891, referred for investigation during previous years.....	12, 197
Total to be accounted for.....	27, 364
Cases referred to inspectors, reported upon, and finally closed during fiscal year ended June 30, 1892.....	11, 472
Cases referred to inspectors during previous years, reported upon, and closed in fiscal year 1892.....	8, 533
Total number of cases closed.....	20, 005
Cases remaining in the hands of inspectors July 1, 1892 (uninvestigated).....	7, 359

In addition to the cases enumerated in the foregoing tables, there were one hundred cases of complaints against postmasters and management of post-offices which were treated by means of correspondence direct from this office and satisfactorily adjusted.

There were 15,167 cases of this class referred to the inspectors for investigation during the year, and there were on hand at the beginning of the year 12,197 cases left over from the previous year, making a total of 27,364 to be treated. Of this number 20,005 were investigated, reported upon, and finally closed, leaving 7,359 on hand July 1, 1892, as against 12,197 on hand July 1, 1891, a decrease of 4,838, or nearly 40 per cent. Of the 12,197 cases mentioned fully two-thirds related to the inspection of money-order offices. These have been made, with the addition of 1,001 cases originating in this year, and 2,093 inspection of county-seat post-offices, made in accordance with the Postmaster-General's order of August 15, 1891, making upwards of 11,224 inspections made, of which 9,131 were made upon the regular inspection form, going into a thorough examination and count of stock and postal and money-order accounts and the business methods and needs of the office. The 2,093 county-seat inspections were made on lines laid down by the Postmaster-General in his circular of instructions, and were for the purpose of obtaining special information on particular subjects desired by him, as set forth in his last annual report. In many cases a second inspection was made of the county-seat office, in addition to the regular inspection, on the form for that purpose. By reference to the report of this office for last year it will be observed that there were 9,823 inspection cases referred for investigation. By comparing this number with the figures above it will appear that the inspection work has not been behindhand or neglected this year. The importance of this work can not be too greatly estimated from a departmental point of view. The Postmaster-General, recognizing this, has undertaken it, with the help of the postmasters at the county seats. But their inquiries are upon special lines and it would be impossible for them to give the time for a complete overhauling of each office they visit.

Already this year preparation has been made for upwards of 2,800 county-seat inspections by inspectors, and the county-seat postmasters have again undertaken the task they performed so acceptably last year. How much more good could be accomplished if these inspections could be regularly and carefully made by men trained for the purpose is a subject worthy of consideration by all interested in the service.

I had occasion last year to speak of the apparent growth in the number of reports of lost mail keys referred to this office to be investigated. This is a matter which it appears to me is too important to be passed over lightly. The sacredness of mail keys should be impressed upon all in the service with no less solemnity than the inviolability of the seal of letters. Careless handling should not be countenanced, and any loose or improper manner of keeping mail keys should be frowned upon wherever observed. That there has been a marked falling off in these complaints during this year is very pleasing, as Exhibit F shows but 84 of these complaints received, as against 129 received last year. Another cause for gratification is the apparent fact that there is so widespread support to the Department in its execution of the anti-lottery law. Everywhere there seems to exist a belief that the law is wise and must be upheld. Newspapers do not willfully or knowingly violate it, and there is little complaint of such violation. Only 220 cases of this character were reported to this office during the year, against 904 last year. The course of this office has been conservative and careful, and in no case has there been arbitrary or harsh action taken. Only willful and persistent offenders have been dealt with, and they only after consultation with the law officers of the Government. That public opinion is on the side of right in this matter and that the Department's action is approved does more to enforce the law than rigid prosecutions needlessly undertaken. The following incident may serve to illustrate this feeling to some extent: Early in January, 1891, the Postmaster-General caused to be issued a card cautioning the public against using the mails for transmitting matter to the lottery, and giving an extract from the law of September 19, 1890. This card he caused to be posted in all post-offices. After the Supreme Court of the United States had passed upon the law, declaring it constitutional, the president of the Louisiana Lottery Company also issued a "caution card," in these words, which he had prominently exhibited in the offices of the company:

NOTICE.

The Supreme Court of the United States having decided the anti-lottery postal law to be constitutional, it is hereby ordered and directed that no one in the employ of this company shall mail a letter which in any way refers directly or indirectly to the business of the lottery.

It must be understood that this company will aid in the enforcement of the law. By order of the board of directors of the Louisiana State Lottery Company.

PAUL CONRAD, *President*.

Whether this was done in a mocking spirit of bravado or simply in the collapsed state of helpless penitence I am at a loss to determine.

Before leaving this class of cases it has occurred to me to make the following suggestion, the result of observation in the service and the perusal of inspection cases. All great corporations engaged in serving the public, so far as my experience teaches me, wherever they have a branch, an office, or an agency, provide uniform signs for indicating the business done. The well-known signboards and placards of the Western Union Telegraph Company, Adams Express Company, and the United States Express Company are familiar to all and are seen

everywhere. Why should not the Post-Office Department furnish a sign to each of its representatives, bearing the words "United States Post-Office," to be accounted for with other Government property, and to be turned over by each incumbent of the office to his successor with his records, stock, and other matter belonging to the Department? This it seems to me would be useful. Many offices have no sign, and hardly any two are alike. Uniformity in this matter would teach the public what to look for, and they would recognize the sign at once as indicating the place for which they were seeking, and as representing the Department, and through it the United States, hardly less vividly than by the flag itself.

In connection with the work done there was collected and properly disposed of by inspectors the sum of \$134,771.19. This sum was collected principally from delinquent postmasters in cases where they had failed to remit promptly in accordance with instructions, and where the money was on hand; and in other cases where there were actual shortages in the cash accounts, and the money was required to be raised by the delinquent postmaster or his sureties. Of this sum \$42,582.95 was on money-order account and \$41,862.16 on postal account.

The remainder was collected on sundry accounts, not classified. These sums were not remitted to the Department, except in a few instances, but were caused to be placed in the proper depositories designated for the purpose. This shows for this class of cases alone that the inspectors earned more than 49 per cent of the amount (\$270,000) appropriated for their maintenance.

FOREIGN CASES, CLASS F.

Class F cases furnish a record of complaints against the international mail service, especially as regards the alleged loss or nonreceipt by the addressees of registered letters or parcels passing between the United States and foreign countries, or the delay in transit, tampering with or abstraction of contents of the same, and the loss of ordinary (unregistered) letters and packets in the international mails. This series of cases also deals with the investigation of general irregularities, and the violation of specific sections of the postal laws and regulations and the Universal Postal Union Regulations, in the improper use of the international mails for the furtherance of lottery schemes or other schemes to defraud the public, or to forward into the United States from foreign countries books or other publications and photographs of an improper character. Under this head investigation is also made regarding the robbery, burning, wreckage, or destruction of international mail in bags or in bulk—complaints against the reliability of international rotary locks, and in a general way the investigation of specific complaints against this branch of the postal service, with a view to bring about the removal of dishonest and careless employes and to recommend from time to time improvements specially looking to the safety of the mails. The necessary correspondence is conducted from this Division of your office with foreign departments, and inquiries and communications on like subjects originating with foreign postal administrations are received, treated, and replied to from this office. The domestic inquiries in such cases are also conducted here, and in the more special cases post-office inspectors in the proper divisions are instructed to make personal investigation of the treatment of the mail matter under consideration so far as relates to the United

States service, and to report the fullest possible information for a completion of the foreign correspondence.

Of Class F cases 11,933 complaints and inquiries were received during the year ending June 30, 1892; 6,681 of these related to registered matter, 4,744 to ordinary matter, and 508 reports related to miscellaneous irregularities. Of this total number of cases 9,255 were disposed of and closed during the year, together with 3,183 cases reported in previous years, making a total number treated and finished during the year of 12,438. There remains unfinished 2,497 cases, 141 of which are in the hands of inspectors. Many of the cases remaining unfinished are awaiting replies from foreign countries, which can only be expected after such foreign departments as are interested have had time and opportunity to make proper investigation. This circumstance will account for the large number of cases remaining unfinished at the end of each fiscal year, as shown by previous reports from this office. The number of reports in these cases received from foreign departments as new cases for the year was 5,422, and the number received from domestic sources 6,511. The Class F cases may be further briefly considered under the heads of "Foreign registered," "Foreign ordinary," and "Foreign miscellaneous" cases.

FOREIGN REGISTERED CASES.

Of these cases completed during the year 6,384 showed that no losses had occurred, or that, as a result of investigation, the losses sustained were made good, while the cases relating to losses and depredations were as follows:

Number of cases of alleged rifling in which no positive discovery was made to locate the depredation, or a recovery effected of the value of the contents...	470
Number lost by robbery of post-offices or mails in the United States	54
Number lost in transit, not received by addressees	43
Number lost by burning of mail	2
Total	569

The number of these losses for which the mail service of the United States and all foreign countries would be jointly responsible is 513, as against 291 cases of like character mentioned in the report of the previous year. This apparently wide difference does not, however, indicate an increase in depredations, or a lack of searching investigation, but is accounted for by the fact that 279 cases, reported in 1890 and 1891, indicating the rifling of registered letters mailed in the United States and intended for a lottery concern in Mexico, were kept open for further investigation, but included in the report of the present year.

The other depredation cases included herein were divided as follows between the United States and foreign countries: Austria-Hungary shows the largest number, Italy next, Mexico next, while Canada, England, and Germany are about equal; the balance of actual losses being divided between Belgium, Bermuda, Cuba, Denmark, Russia, Sweden, and Switzerland, a few cases only to each of said countries. Out of 150 such cases noted, only 28 were brought to the attention of this office by reports received from foreign postal administrations, and all but 15 of the 150 referred to losses from registered letters mailed in the United States and destined for delivery abroad. It is believed that this indicates a greater percentage of registered articles containing money, especially among the poorer classes, who are the chief losers by these depredations, mailed in the United States than are received into

the United States from foreign countries. The ratio of losses of this character still continues greatest, as indicated in previous reports, between the Italian and Hungarian population of this country and their families or relations in Italy and Austria-Hungary. The most strenuous efforts are being made to render the investigation of these cases successful, and to rid the mail service of dishonest and incompetent servants. While complaints of the abstraction of contents of registered letters are not received from foreign departments in the majority of cases treated, the postal administration of every country with which this office has correspondence has evinced a thorough interest in the investigations. While the losses not located naturally rest equally between all countries concerned, and no reflection is to be cast by the investigation upon one service more than another, it is only proper, after the most careful examination of all reports made, to claim for the United States registry system as great efficiency and freedom from dishonesty and carelessness as can be claimed for any other country, all circumstances considered. Continued and searching investigation, which holds all dishonesty in check, places doubtful characters under surveillance, and finally leads to their removal from the service, and the vigorous prosecution of offenders against the postal laws and regulations, appears to be the only protection which the Post-Office Department can afford the public; and without doubt faithful efforts to this end characterize the treatment of the foreign depredation cases above mentioned.

The adoption of a better quality of envelopes for use in registering letters, recommended in the last report made from this office, has not been lost sight of. This subject was placed in the hands of a committee of experienced post-office inspectors at the last annual inspectors' convention, and will doubtless be reported upon in due time. It is fair to suppose that as the poorer classes, using the cheapest and most flimsy envelopes to send their remittances, are the greatest sufferers from abstraction of contents, the adoption of a suitable envelope for universal use for registry purposes would result in protecting the contents in a very appreciable degree.

The New York, N. Y., post-office still continues to be a most important factor in the investigation of cases of alleged rifling from registered letters in transit to and from foreign countries. The inspector in charge of these cases at that point has the benefit of the reports previously made by inspectors in the different States where the registered letters originate; he carefully notes the condition of their transit from the post-office of origin to New York, and there has recourse to the careful records of the New York post-office, both as regards the condition of the registered articles when received and the circumstances and condition under which dispatched thence to foreign destinations. He is thus able to report upon the entire history of the registered letter as shown by transit record from the time of its registration to the very last moment of its custody by the United States mail service, and especially to report upon its condition when examined in the New York office and back stamped. His report, taken in connection with previous reports made, with all the circumstances of the case considered in the light of thousands of similar cases heretofore treated, enables this office to fully present the facts for foreign investigation. A number of improvements in the treatment of registered matter at the New York office have been recommended by the inspector in charge there, and, with the ready coöperation of the postmaster at that office, important steps have been taken to strengthen the registry system there, and to attain the greatest possible efficiency. As one of the re-

sults of these efforts, two experienced employes of the registry division now unite in closing the outgoing foreign mails and become witnesses to the good condition of the articles forwarded and the regularity of the dispatch as a whole. In the matter of tracing letters to determine their disposition, upon inquiries made of this office from foreign and domestic sources, the efficient records of the registry division of the New York post-office have been indispensable to this office as well as to inspectors in all parts of the country having such cases in hand, and a large amount of clerical labor has, for this reason, devolved upon the registry division, especially in furnishing reports of the precise particulars of receipt and disposition of registered letters from abroad for delivery in the United States, and also the particulars of dispatch of domestic registered letters addressed to foreign countries. This correspondence has been most promptly and carefully conducted by the postmaster at New York, N. Y., and the entire inquiry business of this office has been greatly facilitated in consequence. In like manner, although with a far less number of cases, the exchange offices of San Francisco, Cal.; Chicago, Ill.; Boston, Mass.; St. Paul, Minn.; Detroit, Mich.; Baltimore, Md.; New Orleans, La.; Laredo, El Paso, and Eagle Pass, Tex., and Nogales, Ariz, have greatly aided our inquiries by prompt reports as to the particulars of exchange of registered articles being traced.

“FOREIGN” ORDINARY CASES.

Ordinary articles of mail matter are not recorded at the offices of origin nor in transit, except for special causes and in limited number, in any of the countries of the Postal Union; and this circumstance renders it next to impossible to trace such articles with any degree of success, no matter what the value of their contents. A letter may be mailed in Alaska intended for delivery in Africa, and may be forwarded across the entire length of the United States; be handled an unknown number of times by countless postal employes; be inclosed in some obscure package of letters for transatlantic shipment; again handled, assorted, and reassorted in its transit through Europe; be speeded or delayed on its way, but finally reach its destination entirely without record. No employe would take special note of it, remember it among the thousands handled, or be able to afterwards identify or give an account of it. This being the case, it is difficult to trace an unregistered letter, or if lost to determine where it disappeared. In spite of this fact the general efficiency of the mail service is such as to retain the unbounded confidence of the public in all countries of the world, and letters of the utmost importance and value to sender and addressee are consigned to the custody of the ordinary mails with little thought of the risks and mishaps of mail transportation. Among the millions sent in the international service some thousands are lost, delayed, or stolen; and these when reported to the Department become the subject of proper domestic and foreign inquiry and investigation by this office. The ratio of actual losses out of the number of cases annually reported has varied little for a number of years past from two-thirds of the whole number of cases treated of, while in one-third of such cases the letters and packets were either recovered as a result of inquiry made or had in the mean time been received by the addressee or returned to the sender. There are many exceptional cases where the nature of the contents of parcels or letters renders inquiry exceedingly useful. For example, at the offices for foreign exchange many parcels are held in transit for some specific cause, as “unmailable,” “contrary to regula-

tions," "excess of weight," or "bulk," etc., and when this is the case the parcels are recorded and their final disposition may be ascertained and the contents restored. Many letters with money or other tangible contents of value are recorded in the dead-letter office, and through inquiries made by this office and referred to that office for search the dead-letter office is enabled to establish ownership and return contents to sender or addressee. The chief utility of inquiries made in ordinary cases, aside from the data which they furnish post-office inspectors upon which to locate losses by theft and punish dishonesty, is undoubtedly found in an increased respect for ordinary mail matter. A letter consigned to the mail, which is never to receive a thought or the least attention afterward, will inevitably fail to receive that respect and careful handling by some employes which the indescribable importance of letter correspondence taken as a whole merits and demands. But when employes discover by investigations made that ordinary as well as registered mail is considered by the Department a matter of great value and importance, that it is placed in their hands as a sacred trust, and that the methods which they employ in assorting and treating it are to be closely scrutinized and the losses closely inquired into, the tendency of the inquiry system is recognized as beneficial as an educator to the careless, the young and inefficient, and a check and warning to the reckless and dishonest. For these reasons, doubtless, an inquiry system similar to that conducted by this office is found to be a permanent feature of all prominent foreign countries. In the experience of this office it is observed that the number of such inquiries received from foreign departments has steadily increased from year to year, keeping pace with the increased postal business transacted. The postal administrations of Great Britain and Canada, especially, give great attention to the investigation of losses in the ordinary mails exchanged with the United States. As a result of continued observation of the large number of losses which occur from the inclosure of money, sometimes in considerable sums, in unregistered letters, I desire to repeat the caution against this practice contained in previous reports, and to suggest to the public the greater safety of remittances sent by money orders or registered letters.

"FOREIGN"—MISCELLANEOUS CASES.

The miscellaneous cases affecting the international mails treated and disposed of are as follows:

Cases relating to international money orders	55
Cases relating to dutiable mail matter	42
Cases relating to bulletins of verification sent regarding the loss or the condition of registered articles	209
Cases reporting complaints in regard to lottery tickets, circulars, etc., sent from foreign countries to persons residing in the United States	124
Number of other miscellaneous complaints	123

553

Most of these cases relating to the issue or payment of international money orders are reported by the Superintendent of the Money-Order System, and require investigation by an inspector at the United States post-office of issue of payment. Errors are frequently discovered, especially as to wrong payment at offices of destination, for which the postmaster is properly responsible, and in these cases the inspector collects from the postmaster the amounts so paid, if the circumstances justify such a course, and causes payment to be made to the proper

person. The cases relating to dutiable mail matter mentioned are such as originate upon reports received from the collectors of customs, showing the failure of postmasters to collect and remit to the proper collector the amounts of duty charged upon mail matter, or to return undeliverable packets of this character to the custom-house, in accordance with section 622, and to make reply to inquiries in relation to the same. The result of investigation determines, in most cases, that the postmaster has overlooked or failed to comply with the regulations; but in other cases the fact is established that the dutiable packets sent unregistered have been lost in transit.

It has been found important in connection with depredation cases, and the alleged abstraction of contents from registered letters exchanged in the international mails, to take cognizance of the issue and exchange of bulletins of verification touching the absence of registered articles from dispatches of mail with which, according to the accompanying registered letter bills, they should have been forwarded, or the damaged or suspicious appearance of the covers of registered articles received at international exchange offices. Accordingly, United States postmasters at exchange offices have been instructed (section 699, P. L. and R.) to carefully report to this office all cases requiring the issue of such bulletins, or the receipt of the same from foreign exchange offices.

It is true that the interchange of these bulletins, according to the postal union regulations, constitutes a formal waiver of all responsibility of either country interested in the exchange of mails made, but in the experience of this office the tangible indications thus afforded, either as regards missing registered articles which must afterwards be accounted for by rigid inquiry, or the damaged condition of the covers of those received which link them to the rifling cases constantly under investigation, are such as to be worthy of prompt consideration and careful record. Of other miscellaneous foreign cases reported, many relate to the attempts to use the international mails for the purpose of advertising the various lottery companies whose business in the United States has well nigh come to an end, and also to the "saw dust" swindle, whose agents have attempted to establish temporary headquarters at various points in the provinces of Canada contiguous to the United States. Many of the plans devised to deceive the public have also been brought to notice, where the mails between the United States and Canada were sought to be made the medium of advertising, of forwarding remittances, in the hope of obtaining a "prize" or a premium of some sort, or in other ways to be made the medium of exchange between would-be swindlers and the public. These schemes are numerous and are well known to the postal authorities of both countries interested. Constant effort is being made to discourage their growth, to warn the public of their intent, and to free the mail service, as far as possible, from any responsibility, or connection with the frauds attempted.

Summary of class "F" cases.

Number of cases on hand unfinished June 30, 1891.....	3, 002
Number of new cases reported during the fiscal year	11, 933
Total requiring attention	14, 935
Number disposed of during the year	12, 438
Number remaining on hand unfinished June 30, 1892.....	2, 497
	<u>14, 935</u>

Number of reports received regarding registered matter	6,681
Number of such reports regarding ordinary matter	4,744
Number of miscellaneous complaints received	508
	<u>11,933</u>
Number of reports received from foreign sources	5,422
Number received from domestic sources	6,511
	<u>11,933</u>
Number of cases relating to registered matter closed without loss	6,384
Number of registered articles lost, rifled, robbed, and burned	569
Total number of registered cases closed	<u>6,953</u>
Number of cases relating to unregistered matter closed without loss	1,612
Number closed wherein no discovery could be made	3,320
Total number of ordinary cases completed	<u>4,932</u>
Number of miscellaneous cases closed during the year	553
Approximate number of communications received from abroad, requiring translation, the necessary translations having been furnished by the Superintendent of Foreign Mails	8,000

An important function of the Chief Inspector's Office is the custody and return to owners of moneys recovered on account of mail depredations. They come from two sources: money voluntarily restored by thieves, or by their friends, to make good losses; or collected by inspectors for disciplinary reasons, from careless or negligent persons in the service. There were 1,329 cases in which restorations were made, aggregating the amount of \$17,394.92. The details of this work are given in the following table, Exhibit G. There is also a comparative statement in the table showing number of cases and amounts restored to owners, each year since 1883:

EXHIBIT G.—*Statement of the receipt and disbursement of moneys collected and recovered by post-office inspectors on account of losses in the mails during the fiscal year 1892.*

RECEIPTS.

Balance remaining over unexpended from the fiscal year 1891 (representing collections made during that and previous years)	\$2,776.55
Total amount collected and recovered (and received at the Department) during the fiscal year 1892	16,527.79
Total amount to be accounted for	<u>19,304.34</u>

DISBURSEMENTS.

Total amount restored to proper owners—	
In 1,199 Class A cases (reported losses in the domestic registered mail)	\$16,143.29
In 71 Class B cases (reported losses in the domestic unregistered mail)	792.32
In 29 Class C cases (reported losses from miscellaneous causes)	194.03
In 28 Class F cases (reported losses in the foreign registered and unregistered mail)	260.98
In 2 special cases (not regularly classified)	4.30
Total amount disbursed	<u>17,394.92</u>
Balance remaining over unexpended at the ending of fiscal year 1892	1,909.42

Comparative statement by fiscal years for the period from 1884 to 1892.

Year.	No. cases all kinds.	Total amount disbursed.
1884.....	772	\$17,932.33
1885.....	851	15,293.43
1886.....	1,081	16,489.44
1887.....	880	12,622.61
1888.....	791	12,200.93
1889.....	952	14,511.75
1890.....	1,190	14,989.17
1891.....	1,195	21,365.90
1892.....	1,329	17,394.92
Total	8,971	142,679.48

There were treated during the year 97,560 cases, as shown by the following figures:

Total number Class A.....	7,155
Total number Class B.....	57,962
Total number Class C.....	20,005
Total number Class F.....	12,438

Total of all classes..... 97,560

There was necessary in the office of chief inspector alone 6,210 pages of correspondence. This does not include the individual correspondence of inspectors nor the countless number of blank forms used in the course of the investigations. I think it interesting to insert here a comparative statement of the work done by this office in the past ten years. This statement was compared after a careful study of the figures given in the reports of my predecessors for the years named.

Data relating to the magnitude of the postal service for the fiscal year 1883.

Number of Presidential post-offices June 30, 1883.....	2,143
Number of fourth-class post-offices June 30, 1883.....	45,720

Both kinds.....	47,863
Revenues.....	\$45,508,692
Number of star routes (on land).....	11,327
Number of railway post-office car routes.....	830
Number of railway post-office clerks employed.....	3,487
Number of free-delivery offices in operation.....	154
Number of registered letters and parcels transmitted.....	10,594,716

The same data for the fiscal year 1891.

Number of Presidential post-offices June 30, 1891.....	2,942
Number of fourth-class post-offices June 30, 1891.....	61,387

Both kinds.....	64,329
Revenues.....	\$65,931,785.72
Number of star routes (on land).....	16,410
Number of railway post office car routes.....	1,078
Number of railway post-office clerks employed.....	6,032
Number of free-delivery offices in operation.....	519
Number of registered letters and parcels transmitted.....	15,047,602

Same data for fiscal year 1892.

Number of Presidential post-offices.....	3,155
Number of fourth-class post-offices.....	63,958

Both kinds.....	67,113
Revenues (impracticable to obtain).....	.....
Number of star routes (on land).....	17,589
Number of railway post-office car routes.....	1,088
Number of railway post-office clerks employed.....	6,417
Number of free-delivery offices in operation (not including experimental offices).....	568
Number of registered letters and parcels handled (information not at hand).....	.....

Comparison of post-office inspectors employed.

Year.	No.	Year.	No.	Percent of increase.
1883.....	64	1888.....	94	47
1883.....	64	1891.....	76	18
1883.....	64	1892.....	87	26
1888.....	94	1891.....	76	*19
1888.....	94	1892.....	87	*07
1891.....	76	1892.....	87	14

* Decrease.

Comparison of appropriations made.

Year.	Amount.	Year.	Amount.	Percent of increase.
1883.....	\$200,000	1888.....	\$300,000	50
1883.....	200,000	1891.....	*245,000	22
1883.....	200,000	1892.....	270,000	35
1888.....	300,000	1891.....	245,000	†18
1888.....	300,000	1892.....	270,000	†10
1891.....	†245,000	1892.....	270,000	10

* Net.

† Decrease.

‡ See explanation above.

Work referred to post-office inspectors and completed, and arrests made, etc.

Year.	Cases referred.	Cases completed.	Arrests made.	Convictions.	Awaiting trial.
1883.....	47,786	45,346	596	277	171
1888.....	94,842	81,395	791	171	530
1891.....	102,583	72,860	1,213	384	614
1892.....	128,614	96,294	1,384	390	748

The estimated amount of work to be disposed of during the fiscal year 1893 is about 130,000 cases.

From the foregoing data and comparisons it will be observed that with a force during the present fiscal year only 36 per cent. greater than for 1883 the volume of work has increased 169 per cent and completed work 112 per cent, which speaks well for the effectiveness of the present force.

DEDUCTIONS.

From the above data it will be seen that since 1883 the total of post-offices of all kinds has increased in number 19,250, or 40 per cent; the revenues (to July 1, 1891), \$20,423,093.72, or 45 per cent nearly; the number of star routes 6,262, or 56 per cent; the number of railway post-office-car routes 258, or 31 per cent; the number of railway postal clerks, 2,930, or 84 per cent; the number of free-delivery offices 414, or 268 per cent; and the number of pieces of registered mail handled (to July 1, 1891), 4,452,886.

Coming down to the actual work performed by post-office inspectors, and taking the fiscal year 1883 as a basis of comparison (the first year when \$200,000 was appropriated) with the year 1888, when the appropriation, for the first time, was increased, and then to \$300,000; with the year 1891, when the appropriation was \$250,000, and with the present fiscal year (1892), the appropriation being \$270,000, your attention

is invited to the following data, as more specific than the foregoing facts relating to the general increase of the postal service as a whole, and admits of a closer comparison, viz:

Amount of appropriations for mail depredation and post-office inspectors, and average number of inspectors employed monthly, payable out of the same, for the following fiscal years.

Year.	Appropriation.	No. of inspectors.
1883.....	\$300,000	64
1884.....	200,000	68
1885.....	200,000	62
1886.....	200,000	60
1887.....	200,000	62
1888.....	300,000	94
1889.....	280,000	64
1890.....	200,000	61
1891.....	*250,000	76
1892.....	270,000	87

*While the total appropriation for this year was \$250,000 the net amount available for post-office inspectors was but \$245,000, as \$5,000 was appropriated specifically for expenses of expert accountants, employed by the honorable Postmaster-General to devise new and uniform methods of keeping books in Presidential post-offices, which was entirely consumed.

In conclusion, I would again state that no branch of the work has been neglected. Due attention has been given to all cases that have come before the office. The lottery business has been watched; the green-goods schemes and other swindlers have been kept in view, and I feel that you may safely assure the Postmaster-General that this branch of the service is working well and faithfully, so as to be a credit to the Department and not a reproach.

For the cordial support of other branches of the service, I am grateful, for without at least their moral support and sympathy the work of this office would be futile.

I have the honor to be, sir, very respectfully,

M. D. WHEELER,
Chief Inspector.

Hon. E. G. RATHBONE,
Fourth Assistant Postmaster-General.



REPORT
OF THE
AUDITOR OF THE TREASURY
FOR THE
POST-OFFICE DEPARTMENT
FOR THE
FISCAL YEAR ENDED JUNE 30, 1892.



REPORT

OF THE

AUDITOR OF THE TREASURY FOR THE POST-OFFICE DEPARTMENT.

OFFICE OF THE AUDITOR OF THE TREASURY,
FOR THE POST-OFFICE DEPARTMENT,
Washington, D. C., October 5, 1892.

SIR: I have the honor to submit herewith the annual report of receipts and expenditures of the Post-Office Department, as shown by the accounts of this office for the fiscal year ended June 30, 1892.

All expenditures on account of service of last and prior fiscal years are stated to September 30, 1892, as in former report.

REVENUE ACCOUNT OF THE POST-OFFICE DEPARTMENT.

Service of the fiscal year 1892.

Postal revenue of the year ended June 30, 1892	\$70, 930, 475. 98
Expenditures to September 30, 1892	76, 323, 762. 29

Excess of expenditures over all revenues	5, 393, 286. 31
Amount placed with the Treasurer to the credit of the Department, being grants from the general Treasury in aid of the postal revenue, under section 2 of the act approved March 3, 1891 (Statutes, Vol. 26, chap. 547, p. 1081)	1, 500, 000. 00

Excess of expenditures over grants	3, 893, 286. 31
Amount of balances due late postmasters on accounts closed by—	

Suspense	\$8, 877. 76
Bad debts and compromise accounts	69, 483. 55

Net loss by "bad debts" and "compromise"	60, 605. 79
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Amount to be placed with Treasurer of the United States	3, 953, 892. 10
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Service of the fiscal year 1891.

Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under section 2 of the act approved June 30, 1890 (Statutes, Vol. 25, chapter 641, p. 208)	\$4, 676, 655. 37
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Amount to be placed with the Treasurer of the United States, as shown by the report for the fiscal year 1891	\$3, 553, 554. 03
Expended from October 1, 1891, to September 30, 1892 ..	583, 100. 70

	4, 136, 654. 73
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Balance available on account of the fiscal year 1891	540, 000. 64
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Service of the fiscal year 1890.

Balance available September 30, 1891.....	\$296,960.82	
Amount placed with the Treasurer to the credit of the Department, being grant from the General Treasury in aid of the postal revenues under section 2 of the act approved March 2, 1889 (Statutes, Vol. 25, chapter 374, p. 845).....	31,549.49	\$328,510.31
Expended from October 1, 1891, to September 30, 1892		37,209.43
Balance available on account of the fiscal year 1890.....		291,300.88

Service of the fiscal year 1889.

Balance unexpended October 1, 1891, certified to the General Treasury, report 41990, warrant No. 2652. Washington, dated December 9, 1891	\$485,572.77
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Service of the fiscal year 1888.

Balance unexpended October 1, 1891, certified to the General Treasury, report 41989, warrant No. 2651. Washington, dated December 9, 1891	\$162,937.52
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Claims 1889 and prior years.

Amount placed with the Treasurer to the credit of the Department, being grants from the General Treasury in aid of the postal revenues under—		
July 28, 1892 (section 2, public 178, p. 36).....	\$42,671.41	
July 28, 1892 (section 2, public 178, p. 36).....	9,356.37	\$52,027.78
Expended from October 1, 1891, to September 30, 1892		36,726.31
Balance available on account 1889 and prior years.....		15,301.47

Claims 1888 and prior years.

Balance available September 30, 1891	\$842.25
Expended from October 1, 1891, to September 30, 1892	47.43
Balance available on account 1888 and prior years	794.82

Claims 1887 and prior years.

Balance available September 30, 1891.....	\$254.27
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GENERAL REVENUE ACCOUNT.

Postal revenues for the year ended June 30, 1892	\$70,930,475.98
Expenditures for the service of 1892.....	\$76,323,762.29
Expenditures for the service of 1891.....	583,100.70
Expenditures for the service of 1890.....	37,209.43
Expenditures for the service of 1889 and prior years ..	36,726.31
Expenditures for the service of 1888 and prior years ...	47.43
Total expenditures to September 30, 1892	76,980,846.16
Excess of expenditures over revenues.....	6,050,370.18
Amount due from late postmasters on accounts closed by "bad debts" and compromise.....	\$69,483.55
Amount due late postmasters on accounts closed by suspension	8,877.76
Net loss by "bad debts" and compromise.....	60,605.79
Excess of expenditures.....	6,110,975.97

Grants from the General Treasury:	
Under act of June 30, 1890	\$3, 750, 000. 00
Under act of March 31, 1891	1, 500, 000. 00
Under act of July 28, 1892	1, 010, 232. 64
Total grants	\$6, 260, 232. 64
Excess of grants over expenditures	149, 256. 67
Amount of grants to the General Treasury to repay the sum drawn in excess of actual deficiency:	
Of the postal deficiency appropriation, 1888, paid to the Treasury by warrant No. 2651, dated December 9, 1891	
	162, 937. 52
Of the postal deficiency appropriation, 1889, paid to the Treasury by warrant No. 2652, dated December 9, 1891	
	485, 572. 77
Total	648, 510. 29
Excess of amount covered back into General Treasury	499, 253. 62
Balance standing to the credit of the general revenue account September 30, 1891	826, 977. 63
Balance standing to the credit of the general revenue account September 30, 1892	327, 724. 01
Of which there was due from late postmasters in suit	228, 408. 24

POSTMASTERS' QUARTERLY ACCOUNTS CURRENT.

The net revenues of the Departments from postages being aggregate revenues at post-offices for the fiscal year, less the compensation of postmasters and clerks and the contingent office expenses, were:

For the quarter ended—	
September 30, 1891	\$10, 005, 585. 47
December 31, 1891	11, 839, 312. 35
March 31, 1892	12, 299, 191. 65
June 30, 1892	10, 993, 105. 19
Total	45, 137, 194. 66

The number of quarterly returns of postmasters received and audited on which the above sum was found due the United States was:

For the quarter ended—	
September 30, 1891	\$63, 107
December 31, 1891	63, 898
March 31, 1892	64, 119
June 30, 1892	64, 753
Total	255, 877

STAMPS SOLD.

The amount of stamps, stamped envelopes, newspaper wrappers, letter sheets, and postal cards sold was:

For the quarter ended—	
September 30, 1891	\$15, 338, 053. 03
December 31, 1891	17, 356, 886. 06
March 31, 1892	18, 048, 499. 47
June 30, 1892	16, 655, 531. 15
Total	67, 398, 969. 71

LETTER POSTAGE.

The amount of postage paid in was..... \$131,323.46
 Included in the above amount are the following sums paid by foreign
 countries in the adjustment of their accounts:

England.....	\$31,616.31	
Japan.....	8,587.68	
Canada.....	28,864.05	
Mexico.....	15,116.84	
Spain.....	22,467.39	
Chile.....	3,338.96	
Venezuela.....	3,276.82	
Hawaii.....	2,968.12	
Switzerland.....	1,114.37	
Hongkong.....	977.40	
British Honduras.....	391.92	
Jamaica.....	566.14	
Trinidad.....	163.63	
St. Lucia.....	3.76	
Dominica.....	5.31	
Tasmania.....	21.43	
		119,500.13
Balance collected by postmasters.....		11,823.33

The following balances were paid and charged to the appropriations
 for balances due foreign countries:

Great Britain.....	\$4,897.98
France.....	32,897.06
Germany.....	43,651.60
Canada.....	90.20
International Bureau.....	836.76
Italy.....	8,174.59
Denmark.....	13,492.41
Norway.....	1,032.50
Sweden.....	2,945.60
Netherlands.....	7,735.83
Newfoundland.....	729.77
Bulgaria.....	682.23
Bahamas.....	646.31
Austria.....	1,117.23
Servia.....	682.66
Roumania.....	59.81
Barbados.....	297.16
Latin Union postage.....	13.43
Straits Settlements.....	34.16
St. Kitts.....	177.61
Belgium.....	2,619.34
Curaçoa.....	303.61

Total for 1892..... 123,117.85

Service of 1891:

France.....	\$25,100.95
Germany.....	8,460.02
Canada.....	72.46

Total for 1891..... 33,633.43

Aggregate amount paid..... 156,751.28

MAIL TRANSPORTATION.

The amount charged to "transportation accrued" and placed to the credit of mail contractors and others for mail transportation during the fiscal year was:

For the regular supply of routes.....	\$33, 192, 241. 22
For the supply of special offices.....	44, 698. 44
For the supply of mail-messenger offices.....	1, 129, 913. 71
For the salaries of railway postal clerks.....	6, 319, 145. 60
For the salaries and expenses of the superintendents of the Railway Mail Service.....	79, 036. 63
Total	40, 765, 035. 60

FOREIGN MAIL TRANSPORTATION.

New York to Great Britain and Ireland, and countries beyond, via Great Britain	\$232, 245. 47
New York to Great Britain and Germany and countries beyond	\$223, 247. 99
Boston to Great Britain and Ireland.....	1, 299. 59
Philadelphia to Great Britain and Ireland.....	3. 48
New York, Baltimore, Philadelphia, Boston, Key West, New Orleans, and San Francisco, to West Indies, Central and South America, Mexico, etc.....	194, 573. 11
Boston to Nova Scotia.....	2, 631. 90
Upper to Pacific coast.....	1, 837. 05
San Francisco to China, Japan, Farther India, Australia, and South Sea Islands.....	74, 858. 13
New York to Norway.....	. 88
Duluth, Minn., to Canada.....	4. 26
Eastport, Me., to Brunswick	4. 71
Total foreign mail	730, 756. 57

Total "transportation accrued"	41, 495, 792. 17
The amount credited to "transportation accrued" and charged to mail contractors for overcredits, being for fines and deductions, was.....	\$373, 043. 21
The amount of fines and deductions remitted was.....	28, 705. 37
Net amount of fines and deductions	344, 337. 84
Net amount of "transportation accrued"	41, 151, 454. 33
The amount paid during the year was	39, 314, 989. 66
Excess of "transportation accrued"	1, 836, 464. 67

PACIFIC RAILROAD SERVICE.

Included in above amount of "transportation accrued" are the following balances for transportation of mails over Pacific railroads, which have been certified to the Register of the Treasury. The amount is not charged to the appropriation for "inland transportation, railroads," and is not, therefore, included in the total of transportation paid:

Regular service, 1892:	
Union Pacific Railway Company (old Union Pacific Railway Company), aided	\$702, 567. 10
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided	93, 627. 71
Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided.....	185, 948. 90
Central Pacific Railway Company, aided	363, 860. 14
Sioux City and Pacific Railway Company, aided.....	10, 980. 64
	1, 356, 984. 49

Use of postal cars, 1892:

Union Pacific Railway Company (old Union Pacific Railway Company), aided	\$151, 779. 28
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided	9, 850. 00
Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided	6, 128. 76
Central Pacific Railway Company, aided	74, 970. 48
Sioux City and Pacific Railway Company, aided	1, 786. 24
	<hr/>
	\$224, 514. 76

Regular service, 1891:

Union Pacific Railway Company (old Union Pacific Railway Company), aided	5, 080. 33
Union Pacific Railway Company (old Kansas Pacific Railway Company), aided	723. 34
Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided	842. 27
Central Pacific Railway Company, aided	182, 048. 98
Sioux City and Pacific Railway Company, aided	10. 32
	<hr/>
	188, 706. 24

Use of postal cars, 1891:

Central Pacific Railway Company, aided	37, 478. 63
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Regular service, 1890:

Union Pacific Railway Company, aided	290. 71
Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided	182. 27

Regular service, 1889:

Lines operated, leased, or controlled by the Union Pacific Railway Company, nonaided	61. 96
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Total	1, 808, 216. 05
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STATEMENT OF PAYMENTS TO, AND COLLECTIONS FROM LATE POSTMASTERS.

Amount collected during the year from late postmasters ...	\$95, 180. 12
Amount charged to suspense	1, 334. 88
Amount charged to "bad debts" and "compromise"	69, 496. 20
	<hr/>
	\$166, 011. 20
Amount paid during the year to late postmasters	120, 424. 95
Amount credited to suspense	10, 212. 64
Amount to "bad debts" and "compromise"	12. 65
	<hr/>
	130, 650. 24

STATEMENT OF POSTAL ACCOUNTS OF LATE POSTMASTERS IN SUIT ON JUNE 30, 1892.

Amount of postal accounts of late postmasters in suit on June 30, 1891	\$287, 085. 49
Amount of postal accounts of late postmasters submitted for suit during the fiscal year ended June 30, 1892	8, 669. 65
	<hr/>
	\$295, 745. 14
Amount of postal accounts of late postmasters collected during the fiscal year ended June 30, 1892	5, 115. 62
Amount of postal accounts of late postmasters otherwise settled during fiscal year ended June 30, 1892	62, 221. 28
	<hr/>
	67, 336. 90
Balance of postal accounts of late postmasters remaining in suit on June 30, 1892	228, 408. 24
Amount of interest and costs collected in suits against late postmasters and sureties on postal accounts during fiscal year ended June 30, 1892	1, 576. 56

The tables accompanying this report, numbered as follows, show in detail the transactions of the fiscal year:

No. 1.—Statement exhibiting quarterly the receipts of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1892.

No. 2.—Statement exhibiting quarterly the expenditures of the Post-Office Department, under their several heads, for the fiscal year ended June 30, 1892.

No. 3.—Statement by States of the postal receipts and expenditures of the United States for the fiscal year ended June 30, 1892.

No. 4.—Statement showing the condition of the account, with each item of the appropriation, for the service of the Post-Office Department for the fiscal year ended June 30, 1892.

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1892, and charged to "miscellaneous items, office of the Postmaster-General."

No. 6.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1892, and charged to "miscellaneous items, First Assistant Postmaster-General."

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1892, and charged to "miscellaneous items, Second Assistant Postmaster-General."

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1892, and charged to "miscellaneous items, Third Assistant Postmaster-General."

No. 9.—Comparative statement of the receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1892.

No. 10.—Gross receipts, expenses, and net revenues of Presidential post-offices for the fiscal year ended June 30, 1892.

No. 11.—Statement showing the transactions of the money-order offices of the United States for the fiscal year ended June 30, 1892.

No. 12.—Statement showing the number and amount of international money orders issued, paid, and repaid, and fees collected during the fiscal year ended June 30, 1892.

No. 13.—Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1892.

No. 14.—Statement showing the transfers to and from the money-order account during the fiscal year ended June 30, 1892.

No. 15.—Statement showing the money-order transactions with the Assistant United States Treasurer at New York, N. Y., during the fiscal year ended June 30, 1892.

No. 16.—Statement showing the revenue which accrued on money-order and postal-note transactions for the fiscal year ended June 30, 1892.

No. 17.—Statement showing the revenue which accrued on international money-order transactions during the fiscal year ended June 30, 1892.

No. 18.—Recapitulation of net revenue for the fiscal year ended June 30, 1892.

No. 19.—Statement of assets and liabilities, June 30, 1892.

No. 20.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1892.

No. 21.—Weight of letters, newspapers, etc., sent by sea, from the United States to European countries, and India, and Turkey in Asia, during the fiscal year ended June 30, 1892.

No. 22.—Statement showing the weight of letters and newspapers, etc., conveyed to foreign countries, other than European, by steamship lines, during the fiscal year ended June 30, 1892.

No. 23.—Weight of letters, newspapers, etc., sent by sea from the United States to countries and colonies, other than European of the Universal Postal Union during the fiscal year ended June 30, 1892.

No. 24.—Weight of retransported foreign closed mails and cost of carriage of same by steamship companies.

Very respectfully,

T. B. COULTER,
Auditor.

Hon. JOHN WANAMAKER,
Postmaster-General.

No. 1.—*Statement exhibiting, quarterly, the receipts of the Post-Office Department under their several heads for the fiscal year ended June 30, 1892.*

Accounts.	Quarter ended—				Aggregate.
	Sept. 30, 1891.	Dec. 31, 1891.	Mar. 31, 1892.	June 30, 1892.	
Letter postage.....	\$14, 223. 75	\$44, 127. 60	\$49, 252. 41	\$23, 719. 70	\$131, 323. 46
Box-rents and branch offices ..	602, 998. 96	608, 865. 28	615, 158. 37	621, 187. 05	2, 447, 704. 66
Fines and penalties	8, 435. 12	8, 143. 20	4, 757. 48	2, 653. 57	23, 989. 32
Postage stamps, stamped envelopes, letter sheets, wrappers, and postal cards.....	15, 338, 053. 03	17, 356, 886. 06	18, 048, 409. 47	16, 655, 531. 15	67, 398, 889. 71
Dead letters.....	4, 632. 26	5, 615. 41	2, 097. 67	2, 041. 10	14, 386. 44
Revenue from money-order business	209, 428. 67	274, 737. 56	225, 427. 85	200, 574. 04	909, 968. 12
Miscellaneous.....	3, 119. 43	5, 695. 86	*7, 867. 04	3, 188. 02	4, 134. 27
Total.....	16, 180, 886. 23	18, 303, 570. 97	18, 937, 326. 16	17, 508, 692. 63	70, 980, 475. 96

* Deducted.

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, under their several heads for the fiscal year ended June 30, 1892.

AUDITOR—EXPENDITURES.

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	Quarter ended—				Expended on account of 1892.	Expended on account of previous year.	Aggregate expenditures.
	Sept. 30, 1891.	Dec. 31, 1891.	Mar. 31, 1892.	June 30, 1892.			
<i>Office of the Postmaster-General.</i>							
Advertising.....	\$14,302.27	\$3,788.25	\$4,871.86	\$10,041.12	\$82,803.50	\$285.33	\$43,098.83
Miscellaneous items.....	72.06	70.60	50.50	38.65	231.81	15.90	247.71
<i>Office of the First Assistant Postmaster-General.</i>							
Compensation of postmasters.....	3,644,699.08	3,800,930.65	3,959,229.14	3,844,706.15	15,249,565.02	6,392.64	15,256,957.66
Compensation of clerks in post-offices.....	1,927,519.49	1,940,023.62	1,984,442.80	2,086,201.79	7,908,187.50	22,045.60	7,930,233.10
Rent, light, and fuel for first and second-class offices.....	162,791.59	176,904.64	176,996.94	176,598.62	691,491.69	11,963.22	713,454.91
Rent, light, and fuel for third-class offices.....	118,143.56	126,032.14	131,666.84	138,793.07	514,685.61	8,132.02	522,767.63
Rent, light, and fuel.....						316.90	316.90
Miscellaneous items, including office furniture.....	20,452.75	19,728.44	21,122.68	42,908.97	104,210.84	8,618.46	112,829.30
Free delivery service.....	2,496,655.07	2,496,655.07	2,475,159.37	2,506,141.95	9,968,902.87	1,459.79	9,968,902.66
Stationery for post-offices.....	14,426.07	14,213.88	20,683.11	3,696.41	53,019.47	902.04	53,921.51
Wrapping twine.....	16,859.95	19,649.20	23,992.24	24,283.54	84,738.93	1,729.27	86,513.20
Letter balances.....	16,633.00	9,780.00	17,873.23	11,029.66	55,315.88		55,315.88
Letter balances, scales, and test weights.....	2,479.08	1,564.36	4,897.95	2,770.60	11,690.99		11,690.99
Postmarking and rating stamps.....	3,284.85	7,204.75	7,322.54	8,069.85	25,861.99	50	25,862.49
Packing boxes, sawdust, etc.....	3,374.60	484.58	70.40	393.02	1,331.60		1,331.60
Printing, facing slips, alides, labels, etc.....	1,100.07	1,580.87	1,574.89	1,586.10	5,841.93	812.94	6,154.87
<i>Office of the Second Assistant Postmaster-General.</i>							
Inland mail transportation—railroad.....	5,555,232.19	5,543,006.11	5,604,315.73	5,600,442.58	22,862,996.66	510,019.92	22,873,016.58
Inland mail transportation—railroad, special facilities, etc.....	48,833.18	48,874.17	48,932.91	48,537.96	193,018.22	47.72	193,065.94
Inland mail transportation—steam.....	1,363,750.81	1,377,848.73	1,375,637.25	1,388,260.46	5,504,957.59	26,863.91	5,531,821.50
Inland mail transportation—steamboat.....	118,026.18	106,082.44	101,208.65	103,091.15	450,188.49	47.84	450,236.24
Mail messenger service.....	275,630.97	280,956.38	285,070.39	288,756.12	1,248,636.86	1,168.25	1,251,005.11
Mail bags and catchers.....	74,644.84	64,478.81	70,771.54	39,286.21	128,182.40	4,931.41	129,109.81
Mail locks and keys.....	5,847.53	8,928.81	13,971.28	18,583.97	42,032.59	4,032.07	46,114.66
Repair shop for mail bags.....	1,452.51	1,452.51	1,200.50	1,036.42	5,060.13	675.46	5,735.59
Railway post-office car service.....	635,223.65	645,365.19	648,974.57	665,496.35	2,586,072.78	177.71	2,586,250.47
Railway post-office clerks.....	1,636,247.99	1,574,455.43	1,999,681.12	1,616,588.61	6,324,973.15	3,960.09	6,328,933.24
Miscellaneous items.....		24.85	77.05		833.48		833.48
Transportation of foreign mails.....	166,648.99	181,376.61	172,276.47	203,819.55	774,016.22	8,460.02	782,476.24
Balance due foreign countries.....	581.09	36,314.27	54,637.15	4,968.18	96,510.69	25,173.41	121,684.10
<i>Office of the Third Assistant Postmaster-General.</i>							
Manufacture of postage stamps.....	41,484.35	51,178.13	52,225.39	47,885.95	192,773.83		192,773.82
Distribution of postage stamps.....	2,182.03	2,170.00	2,170.00	2,111.70	8,733.73		8,733.72
Manufacture of stamped envelopes, etc.....	208,951.60	240,574.24	238,871.91	220,759.90	909,157.65	1,147.01	910,304.66

No. 2.—Statement exhibiting the expenditures of the Post-Office Department, etc.—Continued.

Appropriation.	Quarter ended—				Expended on account of 1892.	Expended on account of previous year.	Aggregate expenditures.
	Sept. 30, 1891.	Dec. 31, 1891.	Mar. 31, 1892.	June 30, 1892.			
<i>Office of the Third Assistant Postmaster-General—Continued.</i>							
Distribution of stamped envelopes, etc.	\$4,125.07	\$4,335.49	\$4,212.81	\$4,355.00	\$17,028.37		\$17,028.37
Manufacture of postal cards.	25,951.09	66,108.73	60,823.49	55,447.90	208,329.11	\$6,877.80	215,206.91
Distribution of postal cards.	1,575.00	1,563.75	1,619.83	1,812.71	6,571.39	3.90	6,575.29
Registered package, tag, official and dead letter envelopes.	18,979.23	20,304.54	23,153.77	22,178.00	84,615.54		84,615.54
Ship, steamboat, and way letters.	262.06	204.96	159.32	229.16	855.50	16.42	871.92
Engraving, printing, and binding warrants and drafts.							
Special delivery service.	47,764.68	53,427.83	53,300.01	57,197.95	211,690.47	58.44	211,748.91
Miscellaneous items.	16.25	18.10	4.00	1.25	39.60		39.60
<i>Office of the Fourth Assistant Postmaster-General.</i>							
Mail depredations and post-office inspectors.	63,950.94	71,154.16	69,665.69	65,107.75	269,878.54	937.88	270,816.42
Loss counterentry United States delegates to Vienna Postal Congress.		19,007,054.69			76,324,147.29		76,981,231.16
Total expenditures.	18,639,249.89	19,006,669.69	19,309,814.19	19,368,028.55	76,323,762.29	657,083.87	76,980,846.16

No. 3.—Statement of the postal receipts and expenditures of the United States, for the fiscal year ended June 30, 1898.

States and Territories.	Receipts.			Total receipts.	Expenditures.					Total expenditures.	Excess of expenditures over receipts.
	Waste paper and twine.	Box rents and branch offices.	Postage stamps, stamped envelopes, and postal cards.		Compensation of postmasters.	Clerks for office rent, light, and fuel, and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.	Transportation by States.		
Alabama	\$3.06	\$24,247.50	\$527,488.01	\$551,735.50	\$243,235.24	\$56,332.40	\$30,727.99	\$47,125.30	\$493,301.62	\$879,742.55	\$328,006.96
Alaska		423.90	2,423.90	2,423.92	2,152.25			730.00	11,215.00	11,215.00	11,201.43
Arizona		8,983.01	71,147.78	80,065.79	38,456.17	6,215.52		2,965.14	164,221.93	211,858.76	171,773.97
Arkansas	5.48	17,832.12	411,449.45	429,387.05	212,820.42	33,144.96	27,570.50	53,554.13	177,548.54	608,188.56	179,731.36
California		107,801.67	1,984,352.58	2,092,154.25	421,904.03	329,783.90	318,606.98	174,717.57	1,185,529.50	2,440,532.08	898,397.83
Colorado	3.06	57,076.61	686,921.81	753,001.48	185,958.80	109,182.91	91,930.54	76,182.63	357,035.11	1,020,287.99	267,286.51
Connecticut		59,237.13	1,182,902.81	1,242,139.94	247,070.63	155,826.91	157,950.91	72,484.57	356,825.67	990,137.69	\$232,022.05
Delaware		8,043.48	1,132,052.90	1,135,096.38	40,096.30	13,313.14	19,263.72	8,509.37	40,182.74	121,365.27	14,730.99
District of Columbia		5,016.35	496,406.20	491,422.55	7,729.24	374,514.40	140,652.64	240,919.08	703,815.36	703,815.36	272,392.81
Florida		18,544.98	365,768.97	384,313.95	174,107.77	34,832.56	14,813.80	50,048.25	340,257.20	614,056.38	229,717.43
Georgia	15.15	23,307.08	856,759.07	880,031.25	290,441.26	97,520.89	97,562.59	197,161.46	741,973.81	1,414,656.95	594,578.70
Idaho		11,525.26	113,090.93	124,566.19	62,556.35	7,747.39	908.99	4,139.74	122,299.33	197,654.80	73,008.61
Illinois	3.19	\$207.80	6,305,713.80	6,476,028.21	878,221.88	987,668.28	967,470.85	675,995.77	2,028,871.57	5,498,228.35	987,736.96
Indiana	0.05	76,266.97	1,043,580.69	1,719,847.71	519,863.60	187,807.87	209,178.09	307,294.21	1,087,006.30	2,311,950.07	592,102.36
Indian Territory	1.30	3,777.48	82,964.88	86,742.36	51,752.42	2,248.03		1,130.41	96,257.79	131,950.07	64,644.99
Iowa	9.92	131,375.43	1,817,781.97	1,949,167.32	659,104.48	203,702.76	156,900.69	319,952.69	2,644,117.17	2,644,117.17	694,949.85
Kansas	16.77	79,987.76	1,176,476.08	1,259,449.30	101,635.01	127,462.32	109,094.74	191,764.17	2,118,510.57	2,148,456.84	889,007.25
Kentucky	11.62	29,632.20	990,023.48	1,019,797.30	322,797.08	114,350.74	113,990.64	85,730.37	685,375.25	1,322,234.08	301,580.78
Louisiana	12.22	19,703.45	585,014.46	604,720.13	151,799.20	96,414.06	108,924.52	72,601.33	263,006.61	691,744.72	87,014.39
Maine	24.68	37,339.28	753,181.24	790,545.20	283,898.93	97,998.27	57,965.45	64,854.80	295,211.78	789,920.23	013.97
Maryland	3.76	13,728.18	1,065,638.15	1,079,370.09	187,422.30	185,331.69	259,811.83	120,484.76	684,026.53	1,447,077.11	367,707.02
Massachusetts		151,501.27	4,492,180.64	4,643,851.01	521,045.90	738,324.05	896,028.35	400,011.04	615,185.37	3,140,594.71	1,543,257.20
Michigan	1.02	100.00	68,016.54	2,220,321.79	693,546.70	241,172.60	246,537.97	294,368.20	1,069,932.13	2,122,833.10	536,439.44
Minnesota		65,773.20	1,520,520.38	1,586,293.58	353,724.06	173,863.52	216,938.07	98,368.20	1,169,812.31	2,122,731.02	536,439.44
Mississippi	15.89	19,019.20	3,885,569.04	4,044,604.13	213,407.44	26,991.61	15,935.51	34,179.51	1,778,543.54	3,704,655.41	359,101.31
Missouri	2.96	81,663.48	2,859,697.34	3,041,323.78	553,457.42	41,481.76	394,822.50	566,453.29	1,778,543.54	3,704,655.41	688,331.03
Montana	151.27	69,240.59	2,039,861.86	2,109,106.38	84,063.67	31,114.06	12,273.00	28,587.65	143,084.77	313,830.09	32,049.90
Nebraska	4.18	69,240.59	1,039,861.86	1,109,066.38	360,894.46	103,134.06	105,273.88	175,578.04	1,565,937.14	2,310,838.50	1,201,772.14
Nevada	1.30	7,840.29	60,956.41	68,794.00	31,908.60	7,401.02		6,468.34	119,969.54	146,874.50	96,080.50
New Hampshire		24,678.09	453,583.65	477,261.74	179,377.03	39,741.47	43,504.99	21,187.37	197,885.56	421,698.42	55,586.32
New Jersey		47,906.42	1,690,794.71	1,708,701.13	341,968.64	186,396.11	332,019.27	42,623.92	205,851.72	1,400,609.66	308,091.47
New Mexico		10,227.05	97,543.33	107,770.38	54,153.18	6,888.89	842.96	22,618.78	2,423,623.92	2,400,395.34	182,664.96
New York		272,067.26	12,598,917.34	12,870,834.44	2,102,881.49	1,238,432.22	1,063,090.74	591,188.01	2,327,253.25	8,453,171.15	4,008,227.29
North Carolina	11.408.84	16,343.18	532,461.67	548,805.44	43,770.44	43,770.44	29,731.90	56,529.57	423,398.49	630,209.38	277,403.94
North Dakota	5.69	16,174.43	219,404.81	235,576.24	106,910.20	15,718.75	6,818.52	24,020.79	223,592.63	390,058.89	154,479.65
Ohio		139,562.59	4,107,306.43	4,236,889.07	831,590.40	527,126.27	596,506.18	948,737.36	3,409,736.63	6,332,668.84	2,093,819.77

No. 3.—Statement of the postal receipts and expenditures of the United States, etc.—Continued.

States and Territories.	Receipts.			Expenditures.						Total expenditures.	Excess of expenditures over receipts.	Excess of receipts over expenditures.
	Letter-postage.	Waste paper and twine.	Box rents and branch offices.	Postage stamps, stamped envelopes, and postal cards.	Total receipts.	Compensation of postmasters.	Clerks for offices and incidental expenses of post-offices.	Compensation of letter-carriers.	Compensation of postal railway clerks and mail messengers.				Transportation by States.
Oklahoma.....			84,599.80	992,373.90	993,973.70	929,970.79	85,257.37		\$878.12		\$36,106.28	\$30,867.42
Oregon.....			27,995.62	412,406.61	440,402.18	140,359.68	43,183.64	827,609.04	56,387.62	\$391,604.24	659,043.22	872,972.49
Pennsylvania.....	40.05		152,430.21	8,147,678.35	8,299,897.48	1,168,453.45	899,087.91	254,703.45	446,745.64	5,427,024.64	5,427,024.64	185,204.71
Rhode Island.....			32,982.21	454,221.24	477,203.45	65,665.70	38,773.42	92,992.21	68,924.19	65,274.23	201,968.74	
South Carolina.....			11,480.60	345,305.09	357,774.78	156,713.94	30,773.22	30,593.49	98,941.92	323,795.18	493,350.08	
South Dakota.....			24,045.80	309,461.88	333,507.68	156,883.29	28,153.22	9,614.15	98,883.12	201,466.29	494,270.00	
Tennessee.....			20,768.08	895,900.95	906,668.93	270,834.21	100,384.76	90,462.99	185,753.92	349,692.38	997,356.21	
Texas.....			31,993.78	1,858,028.87	1,890,022.65	541,861.71	144,848.88	100,328.11	197,501.14	1,306,743.13	2,191,833.97	
Utah.....	5.62		12,258.08	208,983.22	221,241.30	58,691.80	22,308.98	22,238.15	31,567.35	186,760.63	312,106.45	
Vermont.....			17,057.76	419,706.71	436,764.47	172,348.04	22,120.00	30,664.80	81,567.35	170,297.71	436,627.90	
Virginia.....			25,709.00	1,019,704.43	1,045,413.43	400,496.92	100,922.47	98,925.91	87,272.02	1,584,679.76	539,158.93	
Washington.....	47.40		45,743.28	476,298.76	522,042.04	162,439.41	72,588.81	47,816.48	34,140.83	878,169.88	695,204.41	
West Virginia.....	14.38		18,468.25	410,522.62	428,990.87	199,393.97	30,990.83	21,822.66	28,964.59	238,707.01	517,406.06	
Wisconsin.....	10.02		72,464.67	1,515,873.49	1,587,838.16	460,328.93	158,017.91	179,130.02	118,143.11	953,157.22	1,858,777.19	
Wyoming.....			7,751.59	77,206.35	84,957.94	41,769.80	8,475.98	4,160.67	38,746.40	276,414.09	360,568.94	
Total.....	11,892.83	4477.80	2,447,218.66	97,388,869.71	99,858,499.00	15,249,565.02	9,579,732.47	9,954,713.70	744,893.44	33,192,241.23	145,861,380,557.31	8,314,836.46
Deduct miscellaneous items.....												
Grand total.....	11,892.83	4477.80	2,447,218.66	97,388,869.71	99,858,499.00	15,249,565.02	9,579,732.47	9,954,713.70	744,893.44	33,192,241.23	145,861,380,557.31	8,314,836.46

Items of expenditure of a general nature not embraced in statement by States.	Items of receipt of a general nature not embraced in statement by States.
Amount paid for foreign mails and expenses of Government agents. Balances paid foreign countries. Ship, steamboat, and way letters. Wrapping paper. Twine. Engraving, printing, and binding drafts and warrants. Advertising. Mail bags and catchers. Salary and expenses of assistant superintendents of the Railway Mail Service. Mail locks and keys. Postmarking and canceling stamps. Mail depredations and post-office inspectors. Letter balances. Expenses of postage stamps, stamped envelopes, wrappers, and cards. Dead letter, official, and registered-package envelopes. Sundry and miscellaneous payments. Excess of expenses brought down	\$14,386.44 23,989.32 3,456.47 900,968.12 119,490.63 5,393,671.31 486.00
Total.....	Total.....
6,465,648.20	6,465,648.20

No. 4.—Statement showing the condition of the account with each item of the appropriation for the service of the Post-Office Department for the fiscal year ended June 30, 1892.

Title of appropriation.	Amount appropriated (including special acts and deficiencies.)	Expended.	Balance unexpended.
<i>Office of the Postmaster-General.</i>			
Advertising.....	\$33,000.00	\$32,803.50	\$196.50
Miscellaneous items.....	1,500.00	231.81	1,268.19
<i>Office of the First Assistant Postmaster-General.</i>			
Compensation of postmasters.....	14,900,000.00	15,249,565.02	
Compensation of clerks in post-offices.....	8,069,000.00	7,908,187.50	151,812.50
Rent, light, and fuel for first and second class offices.....	731,500.00	691,491.69	40,008.31
Rent, light, and fuel for third class offices.....	592,800.00	514,635.01	78,164.99
Miscellaneous items, including office furniture.....	322,000.00	104,210.84	217,789.16
Free-delivery service.....	10,092,542.00	9,966,902.87	125,639.13
Stationery for post-offices.....	57,000.00	53,019.47	3,980.53
Wrapping twine.....	85,000.00	84,783.93	216.07
Wrapping paper.....	60,000.00	55,315.88	4,684.12
Letter balances, scales, and test weights.....	18,000.00	11,690.90	6,309.01
Postmarking and rating stamps.....	80,000.00	35,861.99	44,138.01
Packing boxes, sawdust, etc.....	2,000.00	1,331.60	668.40
Printing facing slips, slide labels, etc.....	8,000.00	5,841.93	2,158.07
<i>Office of the Second Assistant Postmaster-General.</i>			
Inland mail transportation, railroad.....	22,550,128.81	22,362,906.66	187,222.15
Inland mail transportation, railroad, special facilities, etc.....	295,421.79	193,018.22	102,403.57
Inland mail transportation, star.....	5,892,730.61	5,504,967.39	387,763.22
Inland mail transportation, steamboat.....	525,000.00	430,188.40	94,811.60
Mail-messenger service.....	1,200,000.00	1,129,836.86	70,163.14
Mail bags and catchers.....	260,000.00	249,182.40	10,817.60
Mail locks and keys.....	45,000.00	42,032.59	2,967.41
Repair shop for mail bags.....	6,500.00	5,050.13	1,449.87
Railway post-office car service.....	2,731,000.00	2,595,002.76	135,997.24
Railway post-office clerks.....	6,353,000.00	6,324,973.15	28,026.85
Miscellaneous items.....	1,000.00	833.48	166.52
Transportation of foreign mails.....	1,250,000.00	774,016.22	475,983.78
Balance due foreign countries.....	100,000.00	96,510.69	3,489.31
<i>Office of the Third Assistant Postmaster-General.</i>			
Manufacture of postage stamps.....	203,000.00	192,773.82	10,226.18
Distribution of postage stamps.....	9,000.00	8,733.72	266.28
Manufacture of stamped envelopes, etc.....	933,000.00	909,157.65	23,842.35
Distribution of stamped envelopes, etc.....	17,800.00	17,028.87	771.13
Manufacture of postal cards.....	214,000.00	206,329.11	7,670.89
Distribution of postal cards.....	7,800.00	6,571.39	1,228.61
Registered package, tag, official and dead-letter envelopes.....	127,000.00	84,615.54	42,384.46
Ship, steamboat, and way letters.....	2,500.00	855.50	1,644.50
Engraving, printing, and binding warrants and drafts.....	4,000.00		4,000.00
Special delivery service.....	211,690.47	211,690.47	
Miscellaneous items.....	1,000.00	39.60	960.40
<i>Office of the Fourth Assistant Postmaster-General.</i>			
Mail depredations and post-office inspectors.....	270,000.00	268,878.54	121.46
		76,324,147.29	
		385.00	285.00
Total.....	78,123,913.08	76,323,762.29	2,149,715.81

No. 5.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1892, and charged to miscellaneous, office of the Postmaster-General.

AMOUNT PAID BY WARRANTS.

Date.	To whom allowed.	For what object.	Amount.
1891.			
Aug. 21	C. Van Cott	Amount paid for duties and charges on four packages received by steamship Scandia, as per bill rendered and approved by S. A. Whitfield, Acting Postmaster-General.	\$18.98
Sept. 1	.....do	Amount paid A. M. Clark for eleven views of New York post-office, interior and exterior.	5.00
Oct. 6	F. Gutekunst	Amount paid for making twelve views of post-office at Philadelphia, Pa., and furnishing photo-prints, at \$3 each.	36.00
Oct. 8	Jehn Andrew and Son Co ..	Amount paid for photograph plate of interior of Boston post-office.	4.58
1892.			
Jan. 2	Cornelius Van Cott	Amount paid E. M. Jessup for making negative of mail room, steamship Normania, on telegram W. B. Cooley, chief clerk, Post-Office Department.	5.00
Jan. 19	James N. Tyner	Amount paid for traveling expenses incurred during the months of December, 1891, and January, 1892, by special direction of the honorable Postmaster-General, in the inspection of ocean steamships for carrying United States mail.	58.10
Apr. 1	I. P. Roosa	Amount paid for duties and charges on two cases from postmaster-general of Sweden, per steamship Aurania, arrived Feb. 1, 1892.	7.00
Apr. 5	B. F. Stevens	Amount paid for freight, cartage, and shipping expenses on two cases from Stockholm, Sweden, for New York, N. Y., and clearance charges, cartage and deck charges on same in London.	31.00
Apr. 28	Charles Parker	Amount paid for ten cabinet copies of four letter boxes (photographs of house letter boxes).	5.00
June 20	N. M. Brooks	Amount paid for traveling expenses to New York City on business connected with the sea post-offices, by direction of the Postmaster-General.	10.00
June 24	.....do	do.	6.25
July 6	David M. Stone, publisher of the Journal of Commerce.	Amount paid for one year's subscription for daily from July 1, 1891, to June 30, 1892, for use of the Superintendent of Foreign Mails.	15.00
July 6	Patrick Reidy	Amount paid for one year's subscription for New York World, Sun, and Philadelphia Press from July 1, 1891, to June 30, 1892, for office of Postmaster-General.	30.00
Total			231.91

No. 6.—*Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1892, and charged to miscellaneous and incidental items, office of the First Assistant Postmaster-General.*

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1891.			
Aug. 5	Albert H. Scott.....	Expenses incurred as a member of the Post-Office commission while examining the post-office at Boston, Mass., by direction of the Postmaster-General.	\$37. 85
Aug. 12	Henry S. Adams.....	Expenses incurred on trip to Washington, D. C., on official business connected with the office of First Assistant Postmaster-General.	44. 05
Aug. 24	Albert H. Scott.....	Expenses incurred as a member of the Post-Office commission while examining the post-office at Boston, Mass., and Philadelphia, Pa.	72. 19
Oct. 23	E. H. Mix.....	Expenses incurred in travelling from Washington, D. C., to New York, N. Y., and return, in compliance with order of Hon. John W. Wadsworth, Postmaster-General.	18. 05
Dec. 11	Albert H. Scott.....	Expenses incurred in travelling to New York, N. Y., on official business, under instructions from the First Assistant Postmaster-General.	12. 30
1892.			
Mar. 28	J. R. Lewis.....	Expenses incurred while attending conference at Washington, D. C., by invitation of the Postmaster-General.	51. 00
Mar. 28	A. M. Cox.....	do.....	18. 00
Mar. 28	John B. Harlow.....	do.....	35. 00
Mar. 28	O. H. Russell.....	do.....	9. 00
Mar. 28	J. Taylor.....	do.....	16. 25
Mar. 28	F. B. Nofsinger.....	do.....	18. 00
Mar. 28	R. A. Edgerton.....	do.....	12. 00
Mar. 28	Edward B. Bennett.....	do.....	15. 00
Mar. 28	John Corcoran.....	do.....	9. 00
Mar. 28	A. T. Anderson.....	do.....	12. 00
Mar. 28	B. F. Gentech.....	do.....	12. 00
Mar. 28	George J. Collins.....	do.....	12. 25
Mar. 28	James M. Warner.....	do.....	11. 00
Mar. 29	C. R. Higgins.....	do.....	18. 00
Mar. 29	B. W. Smith.....	do.....	15. 00
Mar. 29	Samuel S. Piper.....	do.....	18. 00
Mar. 29	W. A. Nowell.....	do.....	36. 00
Mar. 29	W. D. Hale.....	do.....	13. 00
Mar. 29	T. S. Clarkson.....	do.....	27. 00
Mar. 29	Rowe R. Hooper.....	do.....	18. 00
Mar. 29	E. P. Thompson.....	do.....	38. 00
Mar. 29	W. O. Pattison.....	do.....	13. 00
Mar. 29	Willis P. Burbank.....	do.....	35. 00
Mar. 29	S. M. Eaton.....	do.....	17. 25
Mar. 29	E. T. Hance.....	do.....	16. 50
Mar. 29	David Lanning.....	do.....	14. 00
Mar. 29	M. J. McGrath.....	do.....	9. 00
Mar. 29	James M. Brown.....	do.....	59. 00
Apr. 28	S. A. Whitfield.....	Expenses incurred while visiting Chicago, St. Louis, and other points on business, in accordance with instructions from the Postmaster-General.	49. 40
May 18	.....do.....	Expenses incurred while visiting Chicago, Ill., on postal business.	26. 00
June 22	Albert H. Scott.....	Expenses incurred while traveling under instructions from the Department.	20. 65
		Total.....	844. 65

RECAPITULATION.

Amount allowed to postmasters at the principal post-offices, credited in quarterly accounts current for incidental office expenses, such as repairs, gas fixtures, telegrams, etc.:

Third quarter, 1891.....	\$20, 298. 75
Fourth quarter, 1891.....	19, 090. 00
First quarter, 1892.....	20, 564. 43
Second quarter, 1892.....	42, 806. 92

103, 366. 19

Amount paid by warrant.....	\$844. 65
Less amount counter-entry, post-office inspector's fares.....	2. 10
	842. 55

Amount paid and charged miscellaneous, office First Assistant Postmaster-General .. 104, 208. 74

No. 7.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1892, and charged to "Miscellaneous items," office of the Second Assistant Postmaster-General.

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1891. Nov. 28	John A. Chapman	Expenses incurred while on official business in Philadelphia and New York, under instructions from Hon. J. Lowrie Bell, Second Assistant Postmaster-General.	\$10.10
1892. Jan. 15	J. Lowrie Bell	Expenses incurred while traveling on business of the Department, Nov. 18, 1891, and from Dec. 9 to 11, 1891.	14.25
Jan. 28	William M. Meredith, Chief Bureau Engraving and Printing.	Amount paid for furnishing 2 rubber-faced stamps for marking proposals for mail service.	11.25
Mar. 4	J. Lowrie Bell	Expenses incurred during the months of January and February, 1892, while actually engaged in traveling on business of the Post-Office Department.	28.55
Mar. 14	Victoria H. Hough	Amount paid for 2 days' services folding and pasting pamphlets, Mar. 5, to 8, 1892.	4.00
Mar. 14	K. McCauley	Amount paid for 3½ days' services folding and pasting pamphlets, Mar. 4 to 8, 1892.	7.00
Apr. 5	John C. Parker	Amount paid for 1 No. 12 Edison Mimeograph furnished on order No. 4555 of Mar. 21, 1892.	15.00
May 6	J. Lowrie Bell	Expenses incurred while traveling on business of the Department during the month of March, 1892.	11.25
May 6	.....do	Expenses incurred while traveling on business of the Post-Office Department during the month of April, 1892.	71.08
May 25	Joseph I. Porter	Expenses incurred while traveling on business of the Department under instructions contained in letter of May 18, 1892.	6.00
May 27	Wm. Ballantyne & Sons	Amount paid for three Rand, McNally & Co.'s library charts furnished for use of the foreign mail office.	15.00
July 1	George R. Gray	Amount paid for folding and stitching 1,500 pamphlets.	5.00
July 9	Henry A. Clarke & Son	Amount paid for typewriters furnished the office of the Second Assistant Postmaster-General.	635.00
		Total	833.48

No. 8.—Statement in detail of miscellaneous payments made by the Post-Office Department during the fiscal year ended June 30, 1892, and charged to "Miscellaneous items," office of the Third Assistant Postmaster-General.

AMOUNT PAID BY WARRANT.

Date.	To whom allowed.	For what object.	Amount.
1891. Aug. 5	Madison Davis	Expenses incurred while on official business in New York, N. Y., and Birmingham and Hartford, Conn., July 9 to 14, 1891, connected with the manufacture and issue of postage stamps, stamped envelopes, and postal cards, by order of the Third Assistant Postmaster-General.	\$16.25
Nov. 2	.....do	Expenses incurred while on official business from Washington, D. C., to stamped-envelope agency at Hartford, Conn., Oct. 21, 22, 23, under instructions of the Third Assistant Postmaster-General.	18.10
Apr. 2	Howard, Lockwood & Co.	Amount paid for one year's subscription for The Paper Trade Journal, from Mar. 3, 1891, to Mar. 5, 1892.	4.00
Aug. 16	.....do	Amount paid for three months' and three issues' subscription to The Paper Trade Journal, from Mar. 5, to June 30, 1892.	1.25
		Total	39.60

No. 9.—Comparative statement of receipts and expenditures of the Post-Office Department from July 1, 1836, to June 30, 1892.

Year.	Receipts.			Expenditures.
	Revenue.	Treasury grants.	Total.	
1837	\$4,945,668.21		\$4,945,668.21	\$3,238,319.03
1838	4,238,733.46		4,238,733.46	4,430,062.21
1839	4,484,056.70		4,484,056.70	4,636,536.31
1840	4,543,521.92		4,543,521.92	4,718,225.64
1841	4,407,726.27	\$182,657.00	4,590,383.27	4,499,527.61
1842	4,546,849.65		4,546,849.65	5,674,751.80
1843	4,296,225.43		4,296,225.43	4,374,753.71
1844	4,237,287.83		4,237,287.83	4,296,512.70
1845	4,289,841.80		4,289,841.80	4,320,731.99
1846	3,487,199.35	750,000.00	4,237,199.35	4,076,036.01
1847	3,880,309.23	12,500.00	3,892,809.23	3,979,542.10
1848	4,555,211.10	125,000.00	4,680,211.10	4,326,850.27
1849	4,705,176.28		4,705,176.28	4,479,049.13
1850	5,499,964.86		5,499,964.86	5,212,963.43
1851	6,410,604.33		6,410,604.33	6,278,401.68
1852	5,184,526.84	1,741,444.44	6,925,971.28	7,108,450.04
1853	5,240,724.70	2,225,000.00	7,465,724.70	7,962,756.59
1854	6,255,568.22	2,736,748.96	8,992,335.18	8,577,424.12
1855	6,642,136.13	3,114,542.26	9,756,678.39	9,968,342.29
1856	6,920,821.66	3,748,881.56	10,669,703.22	10,405,286.36
1857	7,353,951.76	4,528,004.67	11,881,956.43	11,508,057.93
1858	7,486,792.86	4,679,270.71	12,166,063.57	12,722,470.01
1859	7,968,484.07	3,915,948.49	11,884,430.56	11,458,063.63
1860	8,518,067.40	11,154,167.54	19,672,234.94	19,170,609.89
1861	8,349,296.40	4,639,806.53	12,989,102.93	13,006,759.11
1862	8,299,820.90	2,598,953.71	10,898,774.61	11,125,364.13
1863	11,163,789.59	1,007,848.72	12,171,638.31	11,314,267.84
1864	12,438,253.78	749,980.00	13,188,233.78	12,644,786.20
1865	14,556,158.70	3,968.46	14,560,127.16	13,664,726.28
1866	14,436,968.21		14,436,968.21	15,853,079.30
1867	15,297,028.87	3,991,696.67	19,288,693.54	19,235,463.46
1868	16,292,600.80	5,696,525.00	21,989,125.80	22,730,562.65
1869	18,344,510.72	5,707,115.30	24,051,626.02	23,696,131.50
1870	19,772,220.65	4,022,140.85	23,794,361.50	23,998,837.63
1871	20,037,045.42	4,126,200.00	24,163,245.42	24,390,104.06
1872	21,915,426.37	4,933,750.00	26,809,176.37	26,656,192.31
1873	22,966,741.57	5,090,475.00	28,057,216.57	29,081,945.67
1874	26,471,071.82	5,922,433.55	32,393,505.37	32,126,414.58
1875	26,791,300.59	6,704,646.96	33,496,007.55	33,611,369.45
1876	28,634,197.50	5,088,583.03	33,722,780.53	33,263,487.58
1877	27,531,585.26	7,013,300.00	34,544,885.26	33,486,322.44
1878	29,277,516.95	5,307,752.82	34,585,269.77	34,165,084.49
1879	30,041,982.86	3,297,965.25	33,339,948.11	33,449,899.45
1880	33,315,479.34	3,597,717.20	36,913,196.54	36,542,903.68
1881	36,785,397.97	3,297,921.46	40,083,319.43	39,592,596.22
1882	41,876,410.15	6,596.12	41,883,006.27	40,482,021.23
1883	45,508,692.61	21,410.85	45,530,109.46	43,282,944.43
1884	43,325,958.81	140,690.79	43,466,649.60	47,224,560.27
1885	42,560,843.83	6,066,473.00	48,627,316.83	50,046,235.21
1886	43,948,422.95	8,751,070.73	52,699,493.68	51,004,743.80
1887	48,837,609.39	4,746,167.06	53,583,776.45	53,006,194.29
1888	52,696,176.79	3,368,441.70	56,064,618.49	56,468,315.20
1889	56,175,611.18	5,745,017.89	61,920,629.07	62,317,119.36
1890	60,882,097.92	6,100,000.00	66,982,097.92	66,259,547.84
1891	65,931,785.72	4,441,772.08	70,373,557.80	73,059,519.49
1892	70,930,475.96	6,260,232.64	77,190,708.60	76,980,846.16

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ALABAMA.											
Anniston.....	2	\$12,259.41	\$2,400.00	\$1,961.54	\$426.83	\$54.32	\$4,638.73	\$9,381.47	\$2,877.94	77	
Athens.....	3	2,161.69	1,100.00	.....	180.00	2.48	.....	1,282.48	870.21	59	
Atmura.....	3	2,119.98	1,100.00	.....	94.30	1.20	.....	1,195.50	924.88	56	
Bessemer.....	3	5,466.29	1,700.00	399.99	355.00	8.48	.....	2,463.47	3,002.82	45	
Birmingham.....	3	63,963.35	3,300.00	9,383.15	2,240.00	296.07	11,676.42	26,785.64	37,177.61	42	
Brocton.....	1	2,142.36	1,200.00	.....	172.75	1.36	.....	1,374.11	768.15	64	
Decatur.....	3	3,713.24	1,500.00	500.00	270.00	8.80	.....	2,278.80	1,434.44	61	
Demopolis.....	3	2,892.47	1,200.00	100.00	90.00	1.92	.....	1,301.02	1,590.55	48	
Euftala.....	3	6,307.48	1,800.00	600.00	348.51	12.01	.....	2,760.52	3,546.96	52	Mail bags, 25 cents.
Eutaw.....	3	1,048.67	500.00	45.00	.....	5.88	.....	745.88	502.79	52	Presidential, Jan. 1, 1892.
Florence.....	2	6,008.39	2,000.00	1,200.00	345.00	10.96	.....	3,555.96	2,452.43	59	
Fort Payne.....	2	4,902.14	2,000.00	600.00	360.00	5.84	.....	2,965.84	1,936.30	61	
Gadsden.....	3	3,881.16	1,275.00	162.50	258.40	8.00	.....	1,703.90	2,177.26	40	Delinquent third quarter, 1891.
Greensboro.....	3	2,954.55	1,300.00	.....	151.45	2.08	.....	1,453.53	1,501.02	44	
Huntsville.....	3	3,447.90	1,500.00	220.00	250.00	5.68	.....	1,975.68	1,472.23	57	
Huntsville.....	3	10,601.57	2,200.00	1,525.00	.....	43.48	323.33	4,091.79	6,709.78	38	
Jacksonville.....	3	2,631.98	1,100.00	200.00	180.00	2.40	.....	1,482.40	1,149.59	56	Government building.
Marion.....	3	3,301.38	1,500.00	75.00	184.10	2.08	.....	1,792.18	1,509.19	53	
Mobile.....	1	52,109.43	3,100.00	9,600.00	.....	325.29	11,400.73	24,426.07	27,683.36	47	Do.
Montgomery.....	1	41,959.83	2,900.00	5,775.00	.....	185.18	7,769.46	24,430.19	24,430.19	41	Do.
New Decatur.....	3	3,636.63	1,500.00	400.00	50.00	17.52	.....	2,072.52	1,564.11	55	
Opelika.....	3	5,519.92	1,700.00	300.00	300.00	12.58	.....	2,312.58	3,207.34	42	
Opelika.....	3	982.73	500.00	50.00	65.00	2.98	.....	617.98	374.77	64	Presidential, Jan. 1, 1892.
Opelika.....	3	2,920.13	1,000.00	.....	148.40	1.44	.....	1,148.84	1,771.29	57	
Pratt Mines.....	2	18,942.32	2,500.00	2,835.56	177.55	67.30	3,635.08	9,253.49	9,682.74	49	
Shinn.....	3	2,125.17	1,500.00	300.00	353.50	5.04	.....	2,138.54	966.63	49	
Shinnfield.....	3	5,507.46	1,800.00	400.00	294.75	13.79	.....	2,698.51	2,808.95	49	
Talladega.....	3	4,267.04	1,600.00	500.00	280.00	6.88	.....	2,888.88	1,378.16	56	
Troy.....	3	6,840.31	1,800.00	450.00	345.13	7.79	.....	2,602.89	4,237.42	38	
Tuscaloosa.....	3	2,663.40	1,300.00	248.99	265.60	3.52	.....	1,796.11	964.29	66	
Tusculum.....	3	3,190.97	1,300.00	150.00	140.00	3.20	.....	1,663.50	2,167.77	43	
Union Springs.....	3	2,747.43	1,300.00	200.00	137.00	4.24	.....	1,641.24	1,106.19	60	
Uniontown.....	3	2,210.33	1,100.00	.....	140.00	.....	.....	1,240.00	1,970.33	56	
Total.....		286,407.31	53,575.00	38,273.73	8,433.27	1,156.67	39,493.85	140,932.82	154,474.79	48	
ARIZONA.											
Flagstaff.....	3	3,568.74	1,400.00	.....	245.00	88	.....	1,643.88	1,922.86	46	Presidential, Jan. 1, 1892.
Globe.....	3	1,046.79	550.00	.....	.....	75.34	.....	625.34	421.45	60	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ARIZONA—continued.											
Noales.....	3	\$ 988.56	\$500.00	\$150.00	\$68.75	\$1.52	.....	\$720.27	\$256.29	73	Presidential, Jan. 1, 1892.
Phoenix.....	2	11,106.69	2,000.00	150.00	1.00	5.36	.....	2,156.36	8,950.33	19	
Prescott.....	3	6,648.36	1,700.00	600.00	387.50	1.44	.....	2,658.94	3,989.42	40	
Tombstone.....	3	3,326.42	1,500.00	300.00	279.20	.96	.....	2,080.16	1,246.26	63	
Tucson.....	2	8,148.26	2,000.00	1,200.00	385.15	17.04	.....	3,692.19	4,547.07	44	
Total.....		34,892.82	9,650.00	2,400.00	1,336.60	102.54	.....	13,459.14	21,243.68	39	
ARKANSAS.											
Argenta.....	3	1,400.63	644.02	133.15	58.35	2.48	.....	866.00	534.63	62	Presidential, Nov. 9, 1891.
Arkadelphia.....	3	3,508.64	1,500.00	176.50	170.00	4.64	.....	1,851.14	1,657.50	53	
Batesville.....	3	3,364.18	1,400.00	400.00	211.70	3.84	.....	2,015.54	1,348.64	60	
Bentonville.....	3	3,073.86	1,300.00	250.00	141.00	2.44	.....	1,693.44	1,380.42	55	
Brinkley.....	3	2,416.12	1,100.00	100.00	180.00	5.12	.....	1,385.12	1,031.00	57	
Camden.....	3	4,452.23	1,500.00	500.00	292.50	5.28	.....	2,287.78	2,164.45	51	
Clarksville.....	3	2,325.16	1,100.00	300.00	154.20	4.39	.....	1,562.59	762.57	67	Mail bags, \$1.35.
Conway.....	3	2,516.04	1,200.00	200.00	182.00	2.72	.....	1,584.72	931.32	63	
Dardanelle.....	3	2,216.13	1,100.00	200.00	176.75	2.56	.....	1,479.31	736.82	67	
Eureka Springs.....	3	6,371.21	1,800.00	1,200.00	420.00	9.44	.....	3,429.44	2,941.77	54	
Fayetteville.....	3	5,891.77	1,700.00	500.00	45.00	8.08	.....	2,263.08	3,628.69	39	
Fort Smith.....	3	17,290.12	2,500.00	1,000.00	161.75	5.20	.....	1,586.98	1,723.82	54	
Helena.....	3	7,140.74	1,900.00	800.00	332.50	15.44	\$6,941.53	12,241.53	5,048.59	71	
Hopk.....	3	3,877.02	1,500.00	300.00	217.60	3.04	.....	2,020.64	4,092.89	45	
Hot Springs.....	3	20,575.48	2,500.00	3,200.00	1,050.00	1.40	5,128.67	11,860.07	8,725.41	58	
Jonesboro.....	3	3,985.36	1,500.00	100.00	88.25	6.84	.....	1,687.09	2,297.27	43	
Little Rock.....	1	52,179.79	3,100.00	9,321.36	.....	167.30	11,776.37	24,364.03	27,815.76	47	Do.
Leake.....	3	2,068.66	500.00	75.00	.....	52	.....	575.23	433.21	57	Presidential, Jan. 1, 1892.
Marion.....	3	2,463.71	1,100.00	150.00	156.10	5.44	.....	1,411.54	1,072.17	57	
Marionville.....	3	2,124.75	1,100.00	250.00	129.25	2.48	.....	1,431.73	643.05	70	
Merritt.....	3	2,851.47	1,300.00	100.00	223.20	7.80	.....	1,624.00	1,227.47	57	
Newport.....	3	2,956.46	1,400.00	200.00	258.00	3.20	.....	1,862.60	2,093.86	47	
Paragould.....	3	2,868.64	1,300.00	165.00	165.00	3.20	.....	1,468.20	1,335.44	52	
Pine Bluff.....	3	14,688.23	2,400.00	.....	.....	1.62	8,512.93	9,942.25	4,656.08	68	
Prescott.....	3	2,881.23	1,100.00	200.00	627.70	2.96	.....	1,452.52	898.70	62	
Rogers.....	3	2,798.51	1,200.00	150.00	263.50	2.90	.....	1,556.40	1,180.11	57	Mail bags, 80 cents.
Russellville.....	3	6,623.06	1,200.00	100.00	117.70	8.76	.....	1,451.46	1,201.60	54	
Searay.....	3	8,533.05	1,400.00	200.00	245.00	6.28	.....	1,850.26	1,682.77	52	
Stuttgart.....	3	1,846.44	915.76	.....	123.14	8.12	.....	1,047.02	798.42	57	Presidential, Aug. 1, 1891.

3	Towacana.....	8,013.47	1,900.00	1,300.00	860.00	13.76	3,473.76	4,539.71	43
3	Van Buren.....	4,697.13	1,900.00	212.50	805.85	11.12	2,129.47	2,567.65	45
	Total	201,015.61	47,059.78	26,618.51	7,179.20	313.97	27,358.50	92,485.65	54
CALIFORNIA.									
2	Alameda.....	13,258.15	2,400.00	1,500.00	398.50	98.80	3,980.95	8,989.25	63
3	Anaheim.....	2,458.58	1,000.00	300.00	151.00	1.84	1,292.83	1,185.74	51
3	Arden.....	2,298.13	1,000.00	300.00	150.74	2.85	1,492.59	3,863.54	38
3	Auburn.....	5,512.44	1,900.00	180.00	334.99	2.48	2,191.47	3,394.97	28
3	Bakersfield.....	8,446.17	1,800.00	200.00	312.50	2.44	2,217.54	6,231.63	29
3	Benicia.....	3,160.87	1,300.00	200.00	224.91	3.84	1,730.75	1,410.12	31
3	Berkeley.....	6,138.19	1,800.00	250.00	316.80	30.08	2,146.88	5,991.31	32
3	Calistoga.....	2,476.90	1,200.00	400.00	165.00	.88	1,013.88	861.02	62
3	Chico.....	8,231.49	1,900.00	310.99	356.30	8.96	2,603.23	5,616.23	65
3	Cloverdale.....	1,943.43	1,000.00	200.00	150.00	1.52	1,462.91	480.52	75
3	Colton.....	2,464.88	1,200.00	200.00	202.80	1.52	1,604.32	890.56	65
3	Colusa.....	4,374.18	1,500.00	400.00	220.35	3.52	2,123.87	2,250.31	40
3	Coronado.....	2,804.07	1,400.00	200.00	228.00	.....	1,628.00	1,176.07	58
3	Dixon.....	3,301.30	1,400.00	150.00	151.50	2.40	1,533.90	1,747.40	47
3	Escondido.....	2,403.37	1,000.00	1,300.00	149.60	1.04	1,300.64	1,102.73	54
2	Eureka.....	10,396.38	2,200.00	3,000.00	70.00	21.38	3,807.26	6,589.12	37
2	Fresno.....	25,298.43	2,600.00	3,000.00	56.00	56.00	10,528.16	14,770.27	42
3	Glroy.....	3,511.68	1,400.00	150.00	170.00	3.68	1,573.68	1,967.98	45
3	Grass Valley.....	5,989.00	1,700.00	150.00	294.75	4.88	2,149.63	3,830.37	38
3	Hanford.....	6,191.53	1,500.00	270.49	270.49	2.06	1,773.45	3,398.08	34
3	Haywards.....	3,072.49	1,300.00	211.50	211.50	6.16	1,517.08	1,554.83	49
3	Hendelsburg.....	4,547.60	1,500.00	264.50	264.50	8.06	1,773.48	2,774.14	39
3	Hollister.....	3,707.47	1,500.00	200.00	292.00	3.52	1,735.52	1,971.95	47
3	Jacksonport.....	2,394.87	1,000.00	160.00	160.00	2.08	1,362.08	1,022.79	57
3	Lakeport.....	1,814.87	894.02	118.62	123.04	1.84	1,137.52	677.35	63
3	Lincoln.....	504.66	250.00	14.86	14.86	.48	285.34	239.32	49
3	Livermore.....	3,366.21	1,400.00	245.00	245.00	6.56	1,651.56	1,714.05	50
3	Lompoc.....	2,393.24	1,100.00	100.00	100.00	.56	1,201.56	51,016.63	57
1	Los Angeles.....	117,593.88	3,300.00	26,800.00	3,807.17	914.00	31,672.08	66,493.25	56
3	Los Gatos.....	5,084.74	1,500.00	91.00	91.00	3.36	1,594.36	3,500.38	31
3	Madera.....	3,473.78	1,500.00	250.00	240.83	1.04	1,891.87	1,581.91	54
3	Martinez.....	3,187.45	1,200.00	200.00	204.95	5.28	1,610.23	1,577.23	51
2	Marysville.....	9,744.82	2,100.00	1,300.00	452.15	18.09	3,870.24	5,874.58	40
3	Merced.....	5,734.88	1,700.00	200.00	395.00	5.28	2,270.28	3,464.60	40
3	Modesto.....	5,943.67	1,700.00	200.00	347.05	9.36	2,256.41	3,687.26	38
3	Monterey.....	3,778.15	1,500.00	271.00	271.00	4.88	1,775.88	2,092.27	47
3	Napa.....	10,107.58	2,100.00	1,500.00	325.00	.....	3,925.00	6,182.58	39
3	National City.....	1,917.45	1,100.00	59.93	59.93	1.04	1,160.97	746.48	61
3	Nevada City.....	4,819.73	1,600.00	600.00	230.00	4.00	2,434.00	2,385.73	51
3	Oakdale.....	1,064.45	500.00	100.00	75.00	.96	875.98	388.49	64
1	Oakland.....	88,032.47	3,300.00	13,695.47	2,500.00	1,275.75	20,265.00	38,106.25	57
3	Ontario.....	3,181.49	1,100.00	200.00	180.00	2.80	1,482.20	1,700.69	47
3	Orange.....	1,745.40	1,000.00	100.00	180.00	2.25	1,282.25	483.15	73
3	Oroville.....	3,779.34	1,600.00	500.00	250.00	6.90	2,336.00	2,443.34	49
2	Pasadena.....	13,101.49	2,300.00	2,788.04	11.70	59.88	4,953.87	2,988.00	77

Mail bags, \$1.25.

Presidential, Aug. 9, 1891.
Presidential, Apr. 1, 1892.

Government building.

Presidential, Jan. 1, 1892.

Mail bags, 25 cents.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1892*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
CALIFORNIA—Cont'd.											
Paseo Robles	3	\$3,107.88	\$1,100.00	\$25.00	\$47.15	\$2.72		\$1,174.87	\$1,933.01	88	Mall bags, \$1. Presidential, Aug. 17, 1891.
Petaluma	3	8,149.35	1,900.00	800.00	359.25	11.64		2,570.89	5,578.46	32	
Piacerville	3	3,875.26	1,500.00	600.00	280.00	3.16		2,963.68	1,511.60	61	
Pomona	3	8,427.12	1,800.00	150.00	360.00	8.64		2,318.64	6,108.48	28	Presidential, Aug. 17, 1891.
Porterville	3	2,262.14	1,953.51	53.38	128.40			2,141.29	1,120.85	50	
Red Bluff	3	8,077.71	1,800.00	700.00	420.00	7.20		2,927.20	5,150.51	36	
Redding	3	5,307.48	1,700.00	625.00	355.00	10.64		2,690.64	2,618.84	51	
Redlands	3	8,846.44	1,700.00	200.00	348.30	5.36		2,253.46	6,592.78	25	
Redwood City	3	2,542.29	1,100.00		175.00	5.04		1,280.04	1,262.25	50	Government building. Presidential, Apr. 1, 1892. Presidential, Oct. 9, 1891. Presidential, Oct. 1, 1891.
Riverside	3	15,234.86	2,300.00	1,875.00	201.00	66.00	\$1,761.43	31,108.32	9,031.43	41	
Sacramento	1	61,858.40	3,100.00	11,122.83	2,692.60	408.35	13,783.54	24,630.60	17,898.12	58	
St. Helena	2	5,098.09	1,600.00	100.00	295.00	3.60		2,101.56	3,785.69	36	
Salinas	3	5,887.25	1,700.00	100.00	285.00	6.56		6,781.58	7,033.60	49	
San Bernardino	2	13,815.18	2,300.00	2,000.00	196.50	49.15	2,235.83	18,635.84	12,789.08	59	Government building. Presidential, Apr. 1, 1892. Presidential, Oct. 9, 1891. Presidential, Oct. 1, 1891.
San Diego	2	31,424.92	2,800.00	5,998.99	1,204.00	67.52	8,568.33	381,734.61	418,559.36	48	
San Francisco	1	795,293.97	6,000.00	172,741.14	9,057.59	158.06	186,777.82	237.00	239.22	55	
Sanger	3	526.22	2,275.00		12.00			921.83	1,040.76	47	
San Jacinto	3	1,962.58	801.09	6,250.00	1,565.00	383.62	13,431.98	24,630.60	17,898.12	58	
San Jose	1	42,488.72	700.00		114.00	3.28		887.28	782.77	53	Government building. Presidential, Apr. 1, 1892. Presidential, Oct. 9, 1891. Presidential, Oct. 1, 1891.
San Leandro	3	1,650.05	50.00	600.00	420.00	10.80		2,890.80	3,503.04	54	
San Luis Obispo	3	6,333.84	1,800.00		180.00	3.60		1,283.60	1,104.16	64	
San Mateo	3	2,387.76	1,100.00		328.31	20.40		2,198.71	3,737.09	37	
San Rafael	3	5,985.80	1,700.00	150.00	390.00	5.92		3,065.93	5,065.39	38	
Santa Ana	3	8,131.31	1,900.00	800.00	360.00	1.20	3,864.13	8,163.33	4,950.04	62	Government building. Presidential, Apr. 1, 1892. Presidential, Oct. 9, 1891. Presidential, Oct. 1, 1891.
Santa Barbara	3	13,115.37	2,300.00	2,000.00	232.00	6.80		2,038.80	2,754.63	43	
Santa Clara	3	13,020.56	2,300.00	200.00	512.00	38.20	3,790.09	8,340.84	4,679.72	64	
Santa Cruz	3	2,418.39	1,100.00	1,700.55	177.45	1.40		1,279.05	1,039.84	55	
Santa Maria	3	3,497.58	1,800.00	60.00	230.75	7.12		1,587.87	2,909.71	35	
Santa Monica	3	2,926.25	1,200.00		184.75	1.12		7,648.50	2,578.73	47	Presidential, July 15, 1891.
Santa Paula	3	10,227.32	2,200.00	1,500.00	400.00	2.94	3,510.87	1,734.89	1,928.99	47	
Santa Rosa	3	3,648.10	1,500.00		229.65	2.96		1,179.32	1,476.68	44	
Selma	3	2,656.00	1,058.15		120.21	1.44		1,276.32	1,408.49	53	
Siemon	3	2,261.89	1,100.00	300.00	135.00	2.72		1,707.72	1,063.35	62	
Sonoma	3	2,771.97	1,200.00	300.00	295.00	5.26	6,422.90	13,408.14	13,500.37	50	Presidential, July 15, 1891.
Stockton	2	25,908.41	2,700.00	3,498.98	780.00			1,639.95	8,015.70	73	
Truckee	3	2,265.45	1,200.00	240.00	199.95			2,063.44	4,127.29	53	
Tulare	3	6,190.73	1,700.00	250.00	240.00	5.44		1,995.68	2,041.72	49	
Ukiah	3	4,037.40	1,500.00		245.00	5.08		1,666.12	2,202.57	43	
Yreaville	3	3,804.69	1,400.00		235.00	1.12		1,666.12	2,202.57	43	Presidential, July 15, 1891.
Vallejo	3	8,047.37	1,000.00	300.00	425.00	14.72		2,034.72	5,412.65	33	

Presidential, Nov. 8, 1891.

Ventura.....	8	5,467.20	1,700.00	271.97	174.10	4.16	.....	2,150.23	2,310.07	80
Viealia.....	3	7,672.48	1,900.00	300.00	433.00	10.80	.....	2,643.80	5,028.68	84
Walcottville.....	3	5,398.58	1,700.00	.....	346.00	0.06	.....	2,052.08	8,346.66	38
Wallow.....	3	2,269.81	1,300.00	150.00	173.00	3.68	.....	1,631.68	1,623.13	50
Winters.....	3	1,450.96	.....	.....	80.00	.....	.....	727.06	723.00	50
Woodland.....	2	8,623.60	2,000.00	1,000.00	474.00	10.00	.....	3,484.00	5,145.00	40
Yreka.....	3	3,462.81	1,400.00	361.10	246.32	.....	.....	2,007.42	1,455.39	53
Total.....	1	624,062.68	151,534.51	274,119.05	41,450.86	11,015.38	318,506.98	795,623.70	827,435.30	49
COLORADO.										
Akron.....	3	2,404.49	1,600.00	150.00	223.00	.....	.....	1,973.96	520.53	79
Alamosa.....	3	4,065.83	1,500.00	250.00	350.00	.....	.....	2,100.00	1,965.83	52
Aspen.....	2	15,083.05	2,400.00	1,812.80	1,000.00	44.35	1,680.57	7,137.82	7,955.23	47
Black Hawk.....	3	2,054.32	1,000.00	.....	160.00	.....	.....	1,100.72	7,989.60	57
Boulder.....	2	9,441.74	2,000.00	1,100.00	470.00	17.28	.....	3,587.28	5,854.46	38
Brookridge.....	3	3,423.95	1,400.00	.....	210.00	3.28	.....	1,613.28	1,470.87	52
Buena Vista.....	3	3,082.00	1,300.00	200.00	165.00	3.28	.....	1,668.28	1,470.87	49
Canon City.....	3	6,881.91	1,800.00	250.00	420.00	7.84	.....	2,477.84	4,384.07	38
Central City.....	3	4,379.10	1,500.00	300.00	272.50	3.84	.....	2,076.34	2,302.76	47
Colorado City.....	3	2,653.89	1,200.00	.....	200.00	1.44	.....	1,401.44	1,252.45	53
Colorado Springs.....	2	36,361.90	2,800.00	5,100.00	.....	162.40	6,500.50	14,568.09	21,762.91	40
Del Norte.....	3	3,247.43	1,200.00	400.00	100.00	5.04	.....	1,763.04	1,462.39	54
Delta.....	3	2,669.72	1,100.00	.....	180.00	.....	.....	1,300.00	1,366.72	49
Durango.....	3	307,288.13	3,700.00	42.44	12,738.84	2,190.52	64,003.96	130,089.72	170,196.41	43
Fort Collins.....	3	8,964.43	1,800.00	525.00	400.00	12.32	.....	2,897.32	5,167.13	36
Georgetown.....	3	4,220.87	1,500.00	300.00	420.00	7.68	.....	2,527.68	4,791.75	35
Gleanwood Springs.....	3	5,003.09	1,700.00	200.00	282.00	6.16	.....	1,988.16	2,232.71	47
Golden.....	3	4,003.75	1,500.00	.....	378.00	3.76	.....	2,081.76	2,921.38	42
Grand Junction.....	3	5,069.84	1,400.00	202.50	284.00	5.20	.....	1,789.80	2,213.95	45
Greely.....	2	10,163.71	2,100.00	1,800.00	600.00	47.42	138.00	1,814.09	3,275.13	36
Guamsen.....	3	3,464.41	1,500.00	600.00	237.99	3.84	.....	4,185.42	5,978.29	68
Highlands.....	3	2,756.50	1,100.00	20.50	355.00	14.00	.....	2,341.83	1,122.58	68
Idaho Springs.....	3	4,330.09	1,700.00	100.00	280.00	4.86	.....	1,134.50	1,625.06	41
La Junta.....	3	3,655.04	1,400.00	200.00	249.25	3.92	.....	2,156.96	2,170.13	50
Lamar.....	3	1,871.55	1,000.00	196.10	30.00	2.16	.....	1,853.17	1,802.47	51
Las Animas.....	3	1,843.04	1,000.00	.....	160.00	.....	.....	1,237.26	634.29	66
Leadville.....	2	22,841.60	2,600.00	6,100.00	432.40	179.24	3,362.05	12,673.69	10,167.91	64
Longmont.....	3	5,446.86	1,700.00	100.00	355.00	4.80	.....	2,159.80	3,287.06	55
Loveland.....	3	2,752.76	1,300.00	221.50	350.00	.....	.....	1,521.50	1,231.26	40
Montou Springs.....	3	4,736.57	1,700.00	1,000.00	360.00	9.52	.....	3,090.52	1,657.05	65
Monte Vista.....	3	3,686.23	1,400.00	100.00	255.00	4.24	.....	1,756.24	1,926.98	48
Montrose.....	3	4,754.92	1,600.00	300.00	305.00	2.36	.....	2,207.56	2,546.36	46
Ouray.....	3	7,853.40	1,900.00	400.00	300.00	6.64	.....	2,606.64	5,246.76	33
Pueblo.....	1	44,877.28	3,100.00	7,282.61	788.13	116.50	11,928.06	23,215.30	21,661.98	52
Rico.....	3	3,731.57	1,300.00	227.75	227.75	2.16	.....	1,528.91	2,201.68	41
Salida.....	3	7,116.33	1,800.00	500.00	356.10	6.32	.....	2,662.42	4,453.91	37
Silverton.....	3	4,305.03	1,500.00	300.00	172.00	3.20	.....	1,975.20	2,330.83	46
Sterling.....	3	2,628.87	1,200.00	.....	205.00	1.76	.....	1,406.76	1,230.11	54
Tedudra.....	3	5,411.88	1,500.00	.....	230.00	5.04	.....	1,735.04	3,676.84	32

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
COLORADO—continued											
Trinidad.....	2	\$11,485.00	\$2,300.00	\$2,000.00	\$800.00	\$0.83	\$3,451.31	\$8,051.94	\$2,853.06	75	
Walsenburg.....	3	2,096.52	1,100.00	100.00	190.00	.56		1,380.56	715.96	66	
Yuma.....	3	1,988.17	1,200.00			.24		1,390.24		102	Excess, 22.07.
Total		592,943.87	71,300.00	78,223.85	25,085.41	2,898.50	91,930.54	270,038.30	322,905.57	46	
CONNECTICUT.											
Ansonia.....	2	13,749.78	2,400.00	1,700.00	1,020.00	1.97	4,238.97	9,361.94	4,887.84	68	
Bethel.....	2	3,347.92	1,400.00		228.67	10.38		1,639.55	1,708.37	49	
Brimingham.....	3	15,038.83	2,400.00	1,747.98	1,155.89	94.98	4,708.02	10,196.57	5,742.26	64	
Brantford.....	3	3,824.74	1,400.00		231.22	10.40		1,911.02	2,183.16	43	
Bridgeport.....	3	84,106.23	3,200.00	12,154.82	2,238.48	489.40	19,151.06	37,253.76	46,872.47	44	
Bristol.....	2	10,833.37	2,200.00	1,300.00	2,467.81	37.29		4,005.10	6,928.17	37	
Clinton.....	2	2,116.42	1,000.00		122.12	7.44		1,129.56	986.86	53	
Climonville.....	3	5,815.00	1,800.00	287.50	310.00	128.00		2,238.00	3,577.00	38	
Colchester.....	3	18,716.08	1,700.00		207.84	5.53		2,290.96	1,516.92	12	
Collinsville.....	2	3,072.92	1,400.00		6.00	6.00		1,525.00	1,516.92	49	
Danbury.....	2	21,642.36	2,400.00	2,714.55	700.00	115.75	5,837.23	11,967.53	9,874.83	55	
Danielsonville.....	3	3,027.66	1,700.00	300.00	201.00	15.04		2,319.04	3,706.62	38	
Deep River.....	3	3,607.84	1,300.00		190.00	6.24		1,496.24	2,111.40	41	
East Haddam.....	3	2,659.22	1,373.84	91.67	68.28	1.68		1,835.22	1,124.00	58	Presidential, Aug. 1, 1891.
East.....	3	3,013.66	1,300.00		121.58	7.20		1,428.78	1,614.88	47	Presidential, Oct. 1, 1891.
Glastonbury.....	2	2,013.66	825.00		115.87			940.87	1,784.19	35	
Greenwich.....	3	8,369.44	1,800.00	25.00	294.60	20.16		1,354.82	1,680.92	25	
Guilford.....	3	189,977.19	3,200.00	26,283.73	145.00	9.92	26,757.12	57,719.59	132,258.14	45	
Jewett City.....	1	2,174.82	1,000.00	100.00	137.71	3.68		1,241.39	833.53	30	
Litchfield.....	3	4,135.28	1,800.00		282.00	10.10		1,732.10	2,343.12	43	
Manchester.....	3	3,764.85	1,400.00		200.90	7.60		1,068.40	2,196.46	43	
Merriden.....	1	46,196.04	3,000.00	6,458.40	200.90	281.92	8,583.06	20,445.14	25,620.90	44	
Middletown.....	2	25,352.70	2,000.00	3,500.00	2,219.16	107.04	4,336.11	20,543.15	14,786.05	42	Do.
Milford.....	3	4,708.67	1,600.00		18.24	10.24		1,769.24	2,939.43	38	
Morris.....	3	21,634.43	1,000.00	450.00	259.00	8.88		2,100.23	19,684.20	09	
Montrose.....	3	1,591.63	650.00		91.35	4.40		673.40	918.53	42	Presidential, Jan. 1, 1892.
Montville.....	3	4,978.36	1,000.00	100.00	253.36	13.60		1,968.96	2,411.40	44	
Naugatuck.....	2	8,535.03	1,900.00		410.00	16.08		2,625.81	5,728.22	33	
New Britain.....	2	29,254.45	2,700.00	3,548.00	1,175.00	122.61	6,466.23	13,011.73	16,242.73	44	
New Canaan.....	3	3,041.24	1,300.00		200.00	6.24		1,700.64	1,334.00	56	
New Hartford.....	3	2,929.76	1,100.00		100.00	3.20		1,298.20	1,741.68	40	
New Haven.....	1	180,972.58	3,500.00	27,201.15	1,000.00	1,706.07	41,071.54	73,111.79	107,860.88	40	Government building.
New London.....	1	27,167.35	2,700.00	3,400.00	2,500.00	181.11	6,493.20	14,574.37	12,593.99	53	

REPORT OF THE POSTMASTER-GENERAL.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
DISTRICT OF COLUMBIA											
Washington	1	\$437,550.83	\$5,000.00	\$222,627.04	\$21,049.06	\$8,634.52	\$140,652.64	\$397,963.26	\$80,587.57	82	
FLORIDA.											
Apalachicola	3	2,322.23	1,000.00		155.00	1.52		1,156.52	1,165.71	50	
Bartow	3	4,665.62	1,500.00	400.00	250.00	8.40		2,158.40	2,507.22	46	
Daytona	3	2,198.00	1,000.00		144.75	1.25		1,146.03	1,051.97	52	
De Land	3	5,184.54	1,600.00		251.25	3.20		1,854.45	3,330.09	36	
Eustis	3	354.77	1,200.00		97.92	1.84		1,299.76	1,055.01	55	
Fernandina	3	4,244.82	1,500.00	200.00	170.00	6.24		1,876.24	2,368.58	44	
Gainesville	3	6,219.16	1,700.00	400.00	355.00	20.08		2,475.08	3,744.08	40	
Jacksonville	3	56,201.13	3,100.00	10,978.97	2,758.42	978.84		28,475.77	75,615.85	27	
Key West	1	11,754.40	1,200.00	1,600.00	205.00	314.60	10,659.54	4,114.60	7,639.84	36	
Kissimmee	3	2,668.71	1,200.00	250.00	275.00	3.36		1,658.96	1,010.35	62	
Lake City	3	4,162.23	1,376.37	116.85	145.65	2.52		1,894.37	2,267.86	54	
Leesburg	3	3,876.55	2,100.00		460.00	8.16		1,530.18	2,346.37	39	
Ocala	3	11,242.79	2,100.00	1,000.00	515.00	41.00		3,601.00	7,641.79	32	
Orlando	3	9,629.99	2,000.00	1,400.00	260.00	19.29		3,034.29	5,695.70	41	
Palm Bay	3	6,943.54	1,900.00	649.46	360.00	20.80		2,830.26	4,013.28	42	
Pensacola	3	15,671.46	2,400.00	2,100.00		46	4,054.06	8,554.52	7,116.94	55	
Quincy	3	585.00	250.00	37.50	31.25	32		319.07	248.02	56	
St. Augustine	3	11,435.58	2,300.00	2,535.29	360.00	49.08		4,884.37	6,551.19	43	
Sanford	3	7,034.12	1,900.00	450.00	24.40	24.40		2,734.40	4,300.72	39	
Tallahassee	3	6,472.65	1,800.00	400.00	272.50	11.60		2,484.10	3,988.55	38	
Tampa	3	13,960.42	2,300.00	1,600.00	350.00	21.60		4,271.60	9,688.82	31	
Titusville	3	3,898.37	1,200.00	207.50	204.00	7.12		1,618.62	1,680.75	49	
Total		240,007.64	37,026.37	24,325.57	7,360.74	1,545.71	14,713.60	84,971.99	155,035.65	38	
GEORGIA.											
Albany	3	7,899.84	1,900.00	481.41	800.00	22.56		2,683.97	4,685.67	36	
Americus	3	10,784.05	2,200.00	800.00	461.86	36.19		4,043.54	6,740.51	37	
Athens	2	12,779.94	2,800.00	1,800.00	577.20	32.45	445.40	5,062.70	8,062.70	60	
Atlanta	3	194,801.00	3,500.00	29,516.91		1,362.97	29,813.81	64,293.69	130,507.31	23	
Augusta	1	40,062.67	3,100.00	7,718.00		212.92	10,075.29	27,113.31	21,949.46	55	
Bainbridge	3	3,881.08	1,500.00	300.00	147.50	6.92		1,933.42	1,947.61	58	
Barnesville	3	2,811.35	1,200.00	200.00	129.99	6.48		1,536.47	1,274.88	50	
Brunswick	3	13,825.92	2,400.00	1,600.00	134.18	134.18	4,390.07	9,005.46	4,830.47	48	
Carrollton	3	2,458.43	1,100.00	200.00	165.25	4.16		1,501.41	1,949.02	61	
Cartersville	3	4,024.48	1,500.00	225.00	245.00	11.20		1,961.20	2,043.28	49	

Government building.

Do.
Presidential, April 1, 1882.
Government building.Government building.
Do.

Cedar-town.....	2,849.12	1,300.00	100.00	118.00	6.40	.....	1,524.40	1,324.72	54
Collumbus.....	25,828.68	2,700.00	3,563.27	1,400.00	186.30	7,500.04	15,349.61	10,479.32	60
Cordele.....	2,789.75	1,118.48	.....	120.75	7.38	.....	1,246.61	1,543.14	45
Cuthbert.....	2,630.41	1,300.00	90.00	162.50	3.28	.....	1,555.78	1,074.63	59
Dalton.....	4,016.70	1,200.00	200.00	305.48	12.88	.....	2,177.88	2,798.82	43
Dawson.....	2,019.75	1,200.00	.....	182.50	9.36	.....	1,391.98	1,597.90	48
Elberton.....	2,016.10	1,004.35	186.66	148.90	1.44	.....	1,821.88	1,694.75	66
Foreyt.....	2,067.51	1,000.00	10.00	155.00	5.04	.....	1,371.04	897.45	57
Fort Valley.....	1,127.22	550.00	50.00	58.50	8.60	.....	2,682.10	465.12	50
Gainesville.....	5,361.61	1,700.00	500.00	355.00	13.92	.....	2,366.93	2,351.47	49
Griffin.....	5,716.77	1,700.00	300.00	344.50	20.80	.....	1,653.88	1,590.19	41
Hawkinsville.....	3,044.68	1,300.00	200.00	149.25	4.64	.....	2,124.60	2,706.29	54
LeGrange.....	5,986.88	1,600.00	250.00	265.00	11.60	.....	27,187.92	24,400.84	53
Madison.....	51,688.76	3,100.00	9,100.00	240.00	340.94	14,616.98	1,723.16	1,551.63	53
Marietta.....	3,273.79	1,600.00	75.00	404.00	8.16	.....	3,428.74	4,276.71	42
Milledgeville.....	6,134.45	2,000.00	1,000.00	244.20	10.88	.....	1,830.08	2,126.94	46
Newnan.....	3,106.59	1,500.00	75.00	210.00	12.56	.....	1,822.56	1,140.48	59
Quitman.....	2,775.04	1,300.00	162.50	166.50	2.56	.....	1,634.56	6,356.41	61
Rome.....	16,083.60	2,500.00	2,186.00	879.30	103.35	4,304.54	9,737.19	8,102.52	40
Sandersville.....	5,193.31	1,800.00	.....	265.83	4.96	.....	2,090.79	55,032.22	41
Savannah.....	92,984.05	3,300.00	13,571.00	3,490.98	491.06	17,168.79	37,801.83	1,053.81	32
Tallapoosa.....	6,004.22	1,400.00	300.00	222.33	10.48	.....	1,933.81	4,070.41	44
Thomasville.....	7,906.66	2,000.00	1,000.00	420.00	23.66	.....	3,443.68	4,462.98	50
Valdosta.....	4,149.80	1,600.00	249.99	198.00	10.24	.....	2,058.23	2,091.57	61
Washington.....	2,941.40	1,400.00	150.00	242.85	2.16	.....	1,785.01	1,146.39	41
Way Cross.....	4,423.69	1,500.00	135.00	157.30	11.68	.....	1,793.98	2,629.11	68
Waynesboro.....	2,080.69	1,100.00	132.50	171.85	5.12	.....	1,409.47	671.22	68
West Point.....	2,339.00	1,200.00	199.92	180.00	2.56	.....	1,582.48	756.52	68
Total.....	585,897.31	67,372.83	76,792.16	13,528.63	3,187.28	97,412.53	258,293.43	327,603.88	44
IDAHO.									
Boise City.....	12,066.77	2,200.00	2,700.00	500.00	63.84	717.80	6,181.64	6,885.13	51
Caldwel.....	2,712.51	1,200.00	.....	204.00	.64	191.19	1,585.83	1,116.68	59
Hailey.....	3,111.64	1,300.00	200.00	228.00	.....	.....	1,728.00	1,383.64	56
Idaho Falls.....	1,989.02	786.14	.....	75.00	.32	.....	961.46	1,127.56	43
Lewiston.....	2,756.32	1,300.00	600.00	229.75	1.68	.....	2,131.43	624.89	77
Montpelier.....	3,103.62	1,500.00	75.00	67.50	.48	.....	642.98	390.64	64
Moscow.....	6,924.40	1,700.00	350.00	236.50	.....	.....	2,296.50	4,637.90	33
Pocatello.....	6,237.24	1,600.00	341.20	390.00	4.80	.....	2,246.00	3,991.24	36
Wallace.....	4,364.17	1,400.00	.....	251.00	1.92	.....	1,652.92	2,711.25	38
Wardner.....	2,672.78	1,100.00	.....	292.50	.....	.....	1,302.50	1,370.28	49
Total.....	43,838.47	13,083.14	4,266.20	2,294.25	73.68	908.99	20,629.26	23,209.21	47
ILLINOIS.									
Abingdon.....	3,491.26	1,400.00	.....	245.00	2.08	.....	1,647.08	1,844.18	47
Albion.....	1,039.69	500.00	.....	62.32	.40	.....	562.72	476.27	54

Mail bags, 50 cents: Presidential
from July 28, 1892.

Presidential, Aug. 2, 1892.

Government building.

Presidential, Oct. 14, 1892.

Presidential, Jan. 1, 1892.

Presidential, Jan. 1, 1892.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.
ILLINOIS—continued.										
Aledo.	3	\$3,519.30	\$1,400.00	\$200.00	\$230.00	\$1.76	\$1,831.76	\$1,687.54	53
Albion.	3	503.22	250.00	18.38	268.68	234.54	53
Alton.	3	12,894.40	2,300.00	1,700.00	597.26	24.96	\$5,175.92	9,798.14	3,098.26	76
Amoy.	3	3,324.26	1,400.00	200.00	250.00	4.24	1,854.24	1,470.02	56
Anna.	3	4,021.67	1,500.00	200.00	225.00	3.78	1,728.78	2,292.91	43
Arcola.	3	3,651.36	1,500.00	298.40	2.88	1,258.57	1,549.99	52
Atlanta.	3	2,435.01	1,100.00	300.00	156.50	2.08	1,258.64	1,176.37	52
Antwerp Park.	3	461.49	250.00	2.08	1,232.08	893.41	39
Augusta.	3	2,107.30	1,000.00	180.00	3.84	1,163.84	946.46	55
Aura.	3	27,312.64	2,600.00	3,165.32	1,175.00	71.53	9,301.91	16,374.17	10,938.47	60
Aurora.	2	10,577.00	2,000.00	1,060.00	314.34	44.43	3,498.82	7,162.18	32
Austin.	2	2,472.58	1,200.00	137.14	1,368.10	1,114.48	55
Barys.	2	11,294.68	2,000.00	1,050.00	569.64	4.80	3,424.44	7,880.24	31
Bellview.	2	4,851.05	1,600.00	100.00	300.00	7.04	2,007.04	2,844.01	41
Belleville.	2	11,792.36	2,200.00	1,400.00	450.00	42.64	6,005.82	10,068.48	8,671.10	86
Beldere.	2	9,957.25	1,900.00	400.00	260.00	10.18	2,570.18	7,387.09	28
Bement.	3	2,570.79	1,100.00	168.18	1.44	1,267.62	1,303.17	49
Bloomington.	2	42,726.34	2,900.00	6,900.00	1,559.60	150.30	9,680.80	21,190.70	21,535.64	50
Blue Island.	3	8,342.79	1,200.00	2.72	1,388.72	1,954.07	43
Bryant.	3	2,398.43	1,100.00	101.10	1.68	1,202.78	1,195.65	50
Buckard Hill.	3	2,456.12	1,100.00	424.95	1.60	1,426.55	1,029.57	58
Bushnell.	3	8,257.50	1,700.00	300.00	325.00	4.96	3,333.05	3,924.45	37
Calro.	2	19,843.31	2,500.00	3,356.23	26.06	5,122.11	11,004.40	8,838.91	85
Cambridge.	2	2,916.80	1,200.00	100.00	157.71	1.92	1,459.63	1,457.17	50
Canton.	2	12,028.98	2,300.00	1,424.73	587.27	84.16	816.70	4,712.86	7,317.12	39
Carbondale.	3	4,541.40	1,900.00	200.00	249.50	6.00	2,046.50	2,494.90	45
Carlinville.	3	5,592.31	1,700.00	100.00	375.00	4.88	2,176.88	3,412.43	39
Carlyle.	3	2,416.95	1,100.00	70.33	85.00	1.76	1,257.09	1,159.86	52
Carmi.	3	5,096.05	1,600.00	200.00	280.00	7.52	2,087.52	2,968.53	41
Carrollton.	3	4,365.78	1,600.00	300.00	324.91	6.96	2,211.87	2,133.91	51
Carthage.	3	4,341.32	1,500.00	200.00	208.18	4.56	1,912.74	2,428.58	44
Centralia.	3	7,067.02	1,800.00	350.00	287.50	9.52	2,447.02	4,620.00	35
Champaign.	2	15,102.34	2,400.00	1,600.00	680.00	17.11	9,470.09	8,167.20	6,835.14	54
Charleston.	3	7,187.08	1,800.00	400.00	400.00	10.00	2,610.00	4,577.08	36
Chenues.	3	2,793.42	1,100.00	180.00	2.00	1,282.00	1,511.42	46
Chenue.	3	3,393.27	1,400.00	2.00	2,260.48	1,138.79	66
Chicago.	1	948,584.70	6,000.00	675,515.06	20,972.08	480.00	746,885.08	1,471,817.70	2,476,649.01	37
Chillicothe.	3	3,468.12	1,400.00	216.18	8.08	1,015.96	1,908.26	46
Clinton.	3	4,719.66	1,900.00	212.50	297.17	6.52	2,116.19	2,404.47	45
Colburn.	3	2,415.33	1,100.00	164.25	1.24	1,257.53	1,298.00	61
Colchester.	3	1,715.11	750.00	120.00	1.72	870.73	844.38	51
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Collinsville	8,542.35	1,400.00	172.55	1.76	1,574.31	1,908.04	44
Dearyville	19,297.13	2,500.00	663.85	311.14	11,905.04	7,292.09	62
Dearyville	39,680.37	2,500.00	1,120.00	593.18	14,870.12	24,700.25	38
Dearyville	8,782.25	1,400.00	234.02	7.12	3,441.14	4,291.11	36
Dearyville	8,856.15	1,400.00	250.00	3.68	1,653.68	2,182.47	43
Dixon	13,571.54	2,500.00	273.50	20.20	7,682.03	5,889.51	57
Downers Grove	1,280.07	500.00	44.38	1.64	545.22	734.85	43
Dundee	2,848.26	1,000.00	170.00	1.04	1,271.04	1,577.22	45
Duquoin	5,166.58	2,500.00	218.65	5.84	2,077.48	3,089.10	40
Dwight	12,846.78	1,700.00	283.33	16.80	2,257.63	10,589.15	18
Earlville	2,635.80	1,200.00	200.00	1.98	1,401.68	1,225.12	53
East St. Louis	4,471.93	1,300.00	1,300.00	31.30	8,047.78	7,542.47	52
Eastwardsville	15,590.25	2,500.00	277.50	3.92	1,981.42	2,490.51	44
Effingham	5,087.60	1,600.00	300.00	10.24	2,035.44	3,052.16	40
Elgin	41,870.71	2,900.00	4,700.00	52.19	17,019.82	24,250.89	42
Elmhurst	5,307.85	1,600.00	234.00	2.72	1,836.72	3,471.23	35
Elmwood	2,544.45	1,100.00	180.00	.88	1,280.88	1,263.57	36
El Paso	3,044.45	1,300.00	100.00	2.40	1,506.40	1,478.05	51
Englewood	29,082.50	2,600.00	500.00	808.10	19,424.89	9,657.61	67
Eureka	3,632.31	1,400.00	250.00	3.20	1,653.20	1,879.11	57
Evansville	20,618.38	2,600.00	2,220.00	86.97	11,789.47	8,820.91	46
Fairbury	4,571.60	1,600.00	250.00	4.88	1,851.88	2,716.72	41
Fairfield	4,191.14	1,500.00	100.00	3.76	1,828.76	2,362.38	44
Farm City	3,160.78	1,400.00	245.00	2.72	1,647.73	1,519.08	53
Farmington	2,278.12	1,100.00	180.00	1.20	1,281.20	996.92	56
Flora	3,267.57	1,200.00	100.00	4.00	1,471.55	1,706.02	45
Franklin Grove	5,984.12	1,600.00	288.00	1.44	1,890.44	4,094.68	32
Freeport	24,298.57	2,600.00	762.75	37.20	11,958.06	12,312.53	49
Fulton	5,438.94	1,800.00	125.00	5,356.11	1,960.62	3,486.32	36
Galesburg	35,455.94	2,800.00	5,904.98	66.10	17,910.57	5,012.72	39
Galva	4,987.37	1,600.00	300.00	4.98	2,723.98	2,747.41	51
Geneseo	6,703.12	1,800.00	140.00	5.84	2,512.04	4,191.06	39
Geneseo	2,525.62	1,400.00	100.00	2.48	1,543.58	1,187.54	57
Gibson City	2,697.26	1,400.00	200.00	2.00	1,842.00	1,683.62	52
Gladwin	1,072.67	1,200.00	186.40	1.44	1,389.84	1,297.32	52
Golden	6,298.82	500.00	69.50	1.52	1,621.02	451.63	58
Grand Crossing	2,590.62	1,500.00	267.80	9.63	1,977.13	4,321.69	31
Graysville	1,092.02	1,200.00	174.85	3.52	1,378.37	1,212.25	53
Greenville	4,377.84	1,500.00	277.00	2.48	1,829.49	2,548.36	42
Grigsbyville	2,481.25	1,100.00	173.83	.88	1,274.71	1,206.54	51
Harriaburg	2,397.00	1,100.00	180.00	2.00	1,356.96	1,040.14	57
Harvard	3,863.73	1,600.00	200.00	2.66	1,792.56	2,071.17	46
Havana	4,532.56	1,600.00	312.50	3.76	2,191.26	2,341.30	48
Harvey	1,902.64	400.00	41.75	1.92	1,443.67	1,468.97	23
Henry	3,500.43	1,400.00	240.00	2.96	1,642.96	1,897.47	47
Highland	3,711.54	1,400.00	155.05	1.25	1,356.33	2,155.21	42
Highland Park	4,490.95	1,200.00	171.60	7.28	1,978.78	3,112.17	31
Hillsboro	3,434.40	1,400.00	191.62	2.88	1,594.50	1,839.90	46
Hinsdale	6,660.79	1,200.00	176.50	4.72	1,381.22	2,278.57	32
Homer	1,506.97	1,801.08	135.00	.82	1,391.40	2,597.57	68

REPORT OF THE POSTMASTER-GENERAL.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent to gross receipts.	Remarks.
ILLINOIS—continued.											
Hoopeston.....	3	\$4,597.55	\$1,500.00	\$300.00	\$170.00	\$3.44	.....	\$1,973.44	\$2,624.11	43	
Jackonville.....	3	21,610.45	2,500.00	2,900.00	750.00	75.17	\$4,914.21	11,139.38	10,471.07	51	
Jeromeville.....	3	6,372.61	700.00	600.00	360.00	6.88	.....	2,666.88	3,705.73	42	
Joliet.....	3	32,085.37	2,700.00	4,108.00	850.00	16.20	10,898.00	18,573.20	13,512.17	58	
Kankakee.....	3	12,381.05	2,200.00	1,400.00	575.00	43.58	3,973.48	6,192.04	4,189.01	66	
Keithsburg.....	3	2,243.58	1,000.00	.....	180.00	2.18	.....	1,182.18	1,061.40	53	
Kennelton.....	3	3,861.88	1,200.00	.....	207.05	3.52	.....	1,410.57	1,981.31	42	
Kewanee.....	3	8,936.78	1,900.00	.....	375.00	4.24	.....	2,279.24	6,657.54	26	
Knoxville.....	3	3,161.19	1,400.00	.....	156.30	2.24	.....	1,538.54	1,622.65	49	
Lacon.....	3	2,983.74	1,200.00	.....	136.52	2.96	.....	1,459.51	1,524.23	49	
Lengrave.....	3	2,317.94	1,200.00	.....	263.86	6.40	.....	1,410.26	1,907.68	43	
Lake Forest.....	3	6,441.63	1,600.00	.....	138.00	8.80	.....	1,714.30	4,694.83	53	
Lank.....	3	3,425.47	1,500.00	100.00	216.45	1.44	.....	1,617.89	1,907.58	53	
Laurel.....	3	9,851.59	2,200.00	1,300.00	680.00	27.40	1,374.39	6,501.79	4,449.80	59	
Lebanon.....	3	2,897.20	1,000.00	.....	183.45	1.44	.....	1,100.89	1,996.31	52	
Lemont.....	3	2,451.53	1,300.00	.....	166.85	1.76	.....	1,401.76	1,431.14	51	
Lena.....	3	2,517.84	1,200.00	.....	200.00	1.04	.....	1,401.76	1,078.77	56	
Leroy.....	3	3,695.35	1,400.00	150.00	243.56	6.16	.....	1,261.04	1,256.80	50	
Lewistown.....	3	2,230.64	1,000.00	.....	154.00	1.52	.....	1,799.72	1,078.12	53	
Lexington.....	3	11,775.72	2,200.00	1,300.00	800.00	20.88	2,815.64	7,136.52	4,639.20	61	
Lincoln.....	3	7,784.75	1,900.00	300.00	300.00	12.96	.....	2,512.96	5,271.79	32	
Litchfield.....	3	4,456.45	1,500.00	.....	277.50	2.40	.....	1,779.90	2,676.55	40	
Lockport.....	3	2,792.29	1,200.90	175.00	37.25	2.69	.....	1,404.94	1,377.35	50	
McLeanboro.....	3	7,825.45	1,800.00	100.00	360.00	6.24	.....	2,266.24	5,559.21	31	
Macomb.....	3	3,687.75	1,500.00	.....	215.50	1.68	.....	1,717.18	1,970.57	47	
Marengo.....	3	1,158.32	550.00	75.00	70.65	.24	.....	665.89	462.43	60	
Marion.....	3	2,065.91	1,000.00	.....	150.00	1.44	.....	1,151.44	914.47	56	
Maros.....	3	4,128.28	1,500.00	.....	158.00	3.12	.....	1,661.12	2,468.16	40	
Marshall.....	3	3,355.59	1,400.00	200.00	253.00	5.28	.....	1,858.28	1,497.28	55	
Mason City.....	3	3,804.20	1,400.00	.....	225.75	1.52	.....	1,627.27	1,676.93	49	
Mattoon.....	3	11,081.99	2,200.00	1,600.00	790.00	111.07	1,335.27	5,076.34	5,055.65	54	
Maywood.....	3	6,357.31	1,600.00	.....	305.59	2.72	.....	1,908.31	4,449.00	30	
Metropolis.....	3	6,042.31	1,400.00	.....	360.00	7.92	.....	2,484.08	3,557.63	41	
Metropolis City.....	3	3,651.58	1,800.00	200.00	82.34	5.00	.....	1,087.04	1,963.64	46	
Milford.....	3	2,296.00	1,000.00	.....	128.00	.88	.....	1,128.88	1,077.12	51	
Minok.....	3	3,112.92	1,400.00	100.00	234.80	2.00	.....	1,798.80	1,376.12	56	
Moline.....	3	25,548.89	2,700.00	8,042.84	1,325.00	3.73	5,948.78	13,020.45	12,628.44	51	
Mumcse.....	3	2,798.45	1,200.00	.....	300.00	1.60	.....	1,401.60	1,336.85	51	
Memphis.....	3	12,844.82	1,400.00	1,400.00	500.00	1.44	2,963.41	7,054.65	5,289.97	57	
Monticello.....	3	3,792.76	1,200.00	100.00	270.00	3.84	.....	1,778.64	2,018.92	47	

Mail bags, 25 cents.

Presidential, Jan. 1, 1892.

Morgan Park.....	3	3,160.50	1,100.00	180.00	4.72	1,284.72	1,884.87	41
Morris.....	3	5,736.17	1,700.00	298.00	4.72	2,002.72	3,753.45	35
Morrison.....	3	5,080.16	1,000.00	335.00	3.20	2,038.20	3,050.96	40
Mound City.....	3	1,562.88	717.33	88.10	2.00	807.49	745.39	52
Mount Carmel.....	3	4,543.06	1,000.00	220.10	7.44	2,127.54	2,416.53	47
Mount Carroll.....	3	4,367.72	1,500.00	2.82	3.52	1,706.34	2,661.38	39
Mount Morris.....	3	3,719.61	1,400.00	136.05	2.56	1,536.05	2,183.56	41
Mount Pulaski.....	3	2,805.34	1,200.00	180.00	2.56	1,382.06	1,422.78	49
Mount Sterling.....	3	3,454.56	1,400.00	166.25	1.92	1,668.17	1,796.39	48
Mount Vernon.....	3	7,364.81	1,700.00	358.50	8.64	2,354.50	6,007.81	32
Marphaboro.....	3	5,566.32	1,000.00	292.50	2.64	2,101.14	3,465.18	38
Naperville.....	3	5,066.15	1,600.00	201.50	8.64	1,904.14	3,162.01	34
Nashville.....	3	3,158.98	1,300.00	210.00	1.44	1,711.44	1,447.55	54
National Stock Yards.....	2	10,326.35	2,000.00	1,300.00	73.37	3,373.37	6,932.98	53
Newman.....	3	1,046.32	500.00	65.00	.....	565.00	481.32	54
Newton.....	3	2,676.47	1,100.80	124.44	3.44	1,227.88	1,448.59	46
Nokomis.....	3	3,580.70	1,300.00	225.00	2.00	1,527.00	2,053.70	43
Normal.....	3	6,354.74	1,700.00	354.30	7.12	2,361.42	3,993.32	37
Oakland.....	3	1,044.66	500.00	79.45	.....	579.45	465.41	55
Oak Park.....	3	37,566.18	2,800.00	844.31	101.30	11,444.38	26,121.80	30
Odell.....	3	2,898.14	1,200.00	200.00	1.12	1,401.12	1,497.02	48
Onsey.....	3	5,813.27	1,700.00	377.28	11.60	2,338.88	3,474.39	40
Onarga.....	3	2,878.67	1,200.00	198.26	7.72	1,398.98	1,479.89	49
Oregon.....	3	3,348.09	1,400.00	290.00	3.08	1,843.68	1,504.41	55
Ottawa.....	3	16,181.27	2,400.00	453.96	36.60	9,080.82	6,306.45	62
Pana.....	3	7,817.21	1,800.00	300.00	8.44	2,418.04	5,399.17	31
Paris.....	3	6,837.18	2,000.00	473.18	14.10	3,467.24	5,350.14	39
Paxton.....	3	6,460.85	1,600.00	237.41	5.36	1,862.17	3,568.08	58
Peatonica.....	3	1,973.01	1,000.00	137.01	.....	1,136.15	854.86	56
Pekin.....	3	9,839.59	2,100.00	284.44	27.48	2,832.32	3,315.25	66
Perru.....	1	120,333.23	3,300.00	11,524.00	403.86	17,562.33	87,063.06	27
Perru.....	3	4,701.40	1,600.00	285.00	7.28	1,902.28	2,794.18	40
Petersburg.....	3	4,400.57	1,500.00	236.47	2.56	2,039.03	2,021.54	50
Pittsfield.....	3	1,147.47	800.00	60.00	1.36	691.36	596.11	49
Piano.....	3	4,866.61	1,600.00	217.00	1.52	2,437.61	3,437.61	50
Polo.....	3	4,436.09	1,200.00	209.24	1.84	1,410.76	3,048.33	32
Pontiac.....	3	4,798.06	1,600.00	287.50	7.84	2,089.33	2,708.72	44
Princeton.....	3	6,911.98	1,800.00	299.50	7.84	2,319.84	4,592.14	34
Pullman.....	2	8,517.66	2,000.00	325.00	8.32	3,108.32	5,409.34	36
Quincy.....	2	10,336.51	2,300.00	750.00	18.64	4,568.64	5,767.87	42
Ravenswood.....	1	65,898.14	3,100.00	8,478.57	186.32	15,831.11	38,293.14	44
Robinson.....	3	9,388.90	2,000.00	382.42	19.69	3,102.17	6,286.73	33
Rock Falls.....	3	2,533.48	1,200.00	192.72	2.08	1,751.16	2,986.38	60
Rockford.....	3	3,620.92	1,500.00	269.75	440.00	2,359.75	1,561.17	60
Rock Island.....	3	4,386.09	1,600.00	321.00	152.00	2,073.00	2,813.09	47
Rodhouse.....	1	64,182.71	3,100.00	12,591.00	125.91	24,081.13	40,101.58	33
Roseland.....	3	28,806.05	2,700.00	1,318.88	106.54	15,239.03	13,626.12	58
Rushville.....	3	3,694.98	1,400.00	6,911.51	6.91	1,779.85	1,915.13	48
Rushville.....	3	4,158.35	1,100.00	236.25	3.60	1,282.40	2,875.95	31
St. Charles.....	3	4,248.00	1,500.00	280.00	3.28	2,183.28	2,064.72	51
St. Charles.....	3	2,678.71	1,100.00	156.51	2.40	1,201.91	1,416.80	47

Presidential, Aug. 13, 1891; delin-
quent, Oct. 1 to Nov. 30, 1891.

Presidential, Jan. 1, 1892.

Presidential, Jan. 1, 1892.

Government building.

Presidential, Jan. 1, 1892.

Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
ILLINOIS—continued.											
Salem.....	3	\$2,732.42	\$1,200.00	\$250.00	\$147.99	\$2.08	.....	\$1,000.07	\$1,132.32	59	
Sandwich.....	3	5,610.25	1,700.00	.....	355.00	3.76	.....	2,058.76	3,557.52	37	
Savanna.....	3	4,124.47	1,500.00	300.00	285.40	6.72	.....	2,072.12	2,052.35	50	
Shawneetown.....	3	2,762.62	1,200.00	400.00	161.00	2.88	.....	1,763.88	998.64	60	
Shellyville.....	3	5,791.38	1,700.00	.....	201.60	5.86	.....	1,906.96	3,884.42	33	
South Chicago.....	2	12,291.67	2,300.00	1,000.00	100.00	43.51	.....	2,013.51	8,218.16	33	
South Evanston.....	3	5,014.58	1,700.00	.....	286.50	7.36	.....	2,003.86	3,010.72	40	
Sparks.....	3	3,622.15	1,400.00	.....	210.00	.....	.....	1,810.00	2,012.15	44	
Springfield.....	1	43,639.09	3,000.00	7,000.00	.....	239.04	\$11,845.52	22,684.56	25,974.53	49	Government building.
Spring Valley.....	3	2,637.08	1,200.00	.....	180.85	112.00	.....	1,492.85	1,364.23	53	Presidential, Jan. 1, 1892.
Stanton.....	3	1,031.00	500.00	.....	76.78	.72	.....	577.50	513.50	53	
Stirling.....	2	11,468.62	2,300.00	1,000.00	750.00	.....	2,880.06	7,530.06	4,228.56	66	
Streator.....	2	13,537.34	2,300.00	900.00	1,030.00	16.90	5,492.95	10,739.85	2,797.49	79	
Sullivan.....	3	3,210.03	1,300.00	150.00	185.75	2.96	.....	1,638.71	1,571.32	51	
Sycamore.....	3	6,094.37	1,700.00	180.00	358.00	6.00	.....	2,244.00	3,850.37	37	
Taylorville.....	3	6,772.52	1,700.00	150.00	340.75	4.32	.....	2,195.07	3,577.45	38	
Toulon.....	3	2,379.95	1,100.00	150.00	138.68	.08	.....	1,388.76	991.19	58	
Tuscola.....	3	7,253.72	1,800.00	300.00	195.70	4.72	.....	2,300.42	4,953.30	32	
Upper Alton.....	3	2,289.90	1,000.00	.....	137.79	2.80	.....	1,140.59	1,149.41	50	
Urbana.....	3	4,670.39	1,600.00	400.00	280.00	10.32	.....	2,280.32	2,390.07	47	
Vandalia.....	3	4,089.06	1,500.00	200.00	232.50	3.84	.....	1,936.34	2,152.72	49	
Virgen.....	3	3,155.97	1,200.00	96.96	176.25	1.30	.....	1,480.60	1,675.37	47	
Virginia.....	3	3,017.42	1,200.00	141.50	148.00	1.92	.....	1,491.42	1,526.00	49	
Warren.....	3	2,545.38	1,200.00	200.00	200.00	3.20	.....	1,601.00	943.38	63	
Warsaw.....	3	2,545.38	1,200.00	200.00	185.55	3.20	.....	1,785.75	1,468.48	55	
Washington.....	3	3,237.23	1,300.00	200.00	167.85	1.92	.....	1,669.77	2,067.46	45	
Watsoka.....	3	4,247.75	1,500.00	150.00	249.98	4.64	.....	1,904.62	2,343.13	45	
Waukegan.....	3	10,883.95	2,200.00	1,275.00	385.31	20.09	1,532.33	5,412.73	5,471.22	50	
Waverly.....	2	2,707.33	1,100.00	.....	150.00	1.20	.....	1,251.20	1,456.13	46	
Wenona.....	3	3,762.57	1,400.00	250.00	234.00	.96	.....	1,884.96	1,877.61	50	
Wharton.....	3	5,100.65	1,300.00	.....	168.25	4.96	.....	1,471.21	3,629.44	20	
White Hall.....	3	3,781.27	1,400.00	.....	255.00	4.16	.....	1,659.16	2,122.11	44	
Whittington.....	3	3,277.12	1,100.00	.....	180.00	2.48	.....	1,262.48	1,014.64	55	
Winchester.....	3	3,116.44	1,200.00	.....	192.00	1.44	.....	1,397.44	1,723.00	40	
Woodlawn Park.....	3	1,455.79	876.37	54.34	54.34	6.48	.....	437.10	1,018.69	80	Presidential, Oct. 1, 1891; discontinued Feb. 16, 1892.
Woodstock.....	3	4,060.23	1,500.00	.....	258.50	2.82	.....	1,700.82	2,359.40	43	
Wyoming.....	3	2,101.84	1,000.00	100.00	123.51	1.60	.....	1,225.11	2,280.73	53	
Yorkville.....	3	2,545.57	1,000.00	.....	108.05	.96	.....	1,106.01	1,439.56	46	
Total.....		5,672,897.24	331,807.84	816,171.05	80,533.22	81,018.06	967,484.84	2,292,625.01	3,419,742.23	40	

Presidential, Oct. 1, 1891; discontinued Feb. 16, 1892.

INDIANA.		Government building.		Government building.		Do.		Presidential, Oct. 1, 1891.	
3	2,087.95	1,000.00	125.00	2.32	4,058.98	1,127.82	900.24	54	
3	18,924.95	2,400.00	800.00	63.05	9,122.03	8,902.92	2,190.01	51	
3	3,984.97	1,500.00	200.00	4.98	1,804.98	2,184.01	1,783.97	45	
3	3,849.60	1,500.00	279.95	5.69	2,085.68	3,268.52	3,837.06	48	
3	5,337.44	1,700.00	355.00	13.92	2,068.92	2,139.60	2,854.00	37	
3	4,897.58	1,600.00	225.00	12.60	2,073.61	2,683.82	3,580.23	32	
3	5,069.61	1,600.00	280.35	15.28	2,262.86	1,472.11	2,822.18	43	
3	5,164.54	1,900.00	385.00	7.38	2,476.11	4,575.92	990.19	60	
3	2,471.30	1,100.00	179.21	2.80	1,972.57	1,069.16	1,270.11	61	
3	7,062.03	1,800.00	367.15	18.96	1,896.00	1,175.13	1,174.38	53	
3	3,243.68	1,400.00	387.00	6.32	2,008.94	6,788.21	3,214.85	38	
3	3,525.16	1,500.00	90.00	6.60	6,530.09	1,900.17	1,090.17	59	
3	2,949.49	1,400.00	243.00	6.80	8,266.93	1,947.75	3,375.86	45	
3	5,221.79	1,800.00	200.14	6.80	2,270.09	2,113.44	2,300.16	47	
3	13,866.11	2,300.00	563.70	.....	3,476.26	11,620.03	21,777.53	35	
3	11,165.98	2,200.00	560.00	5.20	83.82	1,544.84	1,975.28	47	
3	2,647.98	1,200.00	177.63	6.20	7.20	8,266.93	1,115.15	58	
3	13,442.64	1,200.00	190.35	4.48	8,000.00	1,582.88	5,175.73	61	
3	2,635.01	1,200.00	100.00	7.20	11.44	1,947.75	3,375.86	37	
3	5,323.61	1,600.00	282.00	8.00	2,113.44	1,900.00	2,300.16	47	
3	4,426.40	1,500.00	252.00	11.44	5,514.21	11,620.03	21,777.53	35	
3	4,473.60	1,500.00	176.92	5.12	19,035.04	81,917.96	28,356.18	52	
3	3,717.32	1,500.00	553.85	42.16	1,754.96	8,589.15	3,781.46	39	
3	33,406.55	2,700.00	211.50	18.48	15,178.49	26,740.90	33,279.28	48	
3	5,967.64	1,200.00	325.00	294.91	1,038.44	1,277.34	1,263.78	50	
1	61,273.18	8,100.00	9,487.05	1.44	403.26	4,807.26	3,478.58	45	
1	7,741.72	750.00	98.00	1.44	10.80	2,407.26	1,093.18	56	
1	60,020.27	3,100.00	8,059.24	8.04	4.16	1,277.64	1,149.59	53	
1	2,541.12	1,100.00	174.30	8.04	82.24	3,754.15	5,850.44	38	
3	10,904.48	2,200.00	381.00	17.84	38.15	1,800.87	3,781.46	39	
3	5,985.88	1,700.00	298.50	10.80	9.12	2,513.28	4,137.45	38	
3	2,493.34	1,200.00	108.00	4.16	7.76	2,567.76	6,770.16	27	
2	2,427.14	1,100.00	176.38	1.28	6.48	1,767.48	1,186.06	59	
2	14,463.12	2,400.00	436.00	62.24	1,685.88	1,154.68	1,186.06	60	
2	9,604.69	2,100.00	215.00	38.15	1,695.06	6,141.31	701.45	71	
2	6,604.89	1,600.00	131.76	9.12	288.99	4,400.33	6,141.31	43	
2	5,562.33	1,800.00	350.00	13.28	63,258.76	121,809.59	169,816.45	42	
3	6,650.73	1,800.00	161.00	7.76	3,462.09	4,903.36	3,835.28	56	
3	9,337.92	1,800.00	181.00	6.48	2,920.47	2,173.71	4,859.39	31	
3	4,453.40	1,400.00	161.00	3.68	10.32	1,865.88	2,793.03	54	
3	2,289.74	1,000.00	181.00	3.68	9.60	1,865.88	2,793.03	54	
3	2,396.51	1,200.00	189.70	5.38	10.32	1,865.88	2,793.03	54	
3	10,542.14	2,200.00	475.00	138.84	10,944.57	20,939.62	11,990.80	68	
1	291,125.84	3,600.00	900.00	3,462.09	10,944.57	20,939.62	11,990.80	68	
1	7,738.64	1,800.00	385.37	27.52	9,405.33	4,441.91	4,441.91	45	
3	8,033.10	1,700.00	283.39	10.32	1,865.88	2,793.03	2,793.03	54	
3	7,033.10	1,700.00	200.00	1.68	9,405.33	4,441.91	4,441.91	45	
3	1,994.86	750.00	114.15	1.68	10,944.57	20,939.62	11,990.80	68	
3	3,767.54	1,400.00	174.00	9.60	1,865.88	2,793.03	2,793.03	54	
3	18,847.24	2,400.00	700.00	40.76	10,944.57	20,939.62	11,990.80	68	
3	32,930.42	2,900.00	1,750.00	384.96	10,944.57	20,939.62	11,990.80	68	
3	32,930.42	2,900.00	1,750.00	384.96	10,944.57	20,939.62	11,990.80	68	

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1899—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
INDIANA—continued.											
Lacrange.....	3	\$3,850.11	\$1,500.00	.....	\$244.87	\$4.96	.....	\$1,749.63	\$2,100.48	45	
La Porte.....	2	14,162.40	2,300.00	\$1,894.96	799.85	70.08	\$3,920.32	8,985.91	5,177.19	63	
Lawrenceburg.....	3	5,041.20	1,600.00	300.00	159.30	14.48	.....	2,073.78	2,970.42	41	
Lebanon.....	3	5,584.64	1,700.00	950.00	385.00	15.76	.....	2,323.76	3,260.88	42	
Liberty.....	3	3,058.18	1,300.00	130.00	223.00	6.92	.....	1,078.92	2,080.26	55	
Ligonier.....	3	4,305.97	1,500.00	150.00	282.00	8.60	.....	1,937.60	2,368.37	45	
Ligonysport.....	2	20,144.11	2,500.00	2,000.00	1,200.00	70.80	6,900.80	13,331.60	6,812.51	66	
Madison.....	2	10,192.23	2,500.00	1,800.00	530.00	28.55	3,237.58	7,744.13	2,448.10	76	
Marion.....	2	16,554.00	2,400.00	1,708.34	700.00	59.12	4,447.80	9,285.26	7,258.74	56	
Martinsville.....	3	3,688.52	1,400.00	200.00	245.00	5.92	.....	1,890.92	1,788.60	51	
Michigan City.....	2	9,793.87	2,100.00	1,400.00	500.00	23.27	.....	4,023.27	5,770.60	41	
Mishawaka.....	3	6,898.97	1,800.00	.....	339.25	6.08	.....	2,165.33	4,683.64	52	
Mitchell.....	3	2,758.09	1,200.00	200.00	143.30	2.64	.....	1,545.84	1,210.25	56	
Monticello.....	3	3,496.10	1,400.00	100.00	250.00	7.84	.....	1,757.84	1,738.26	50	
Mount Vernon.....	3	5,604.87	1,700.00	250.00	294.85	8.24	.....	2,253.09	3,351.78	40	
Muncie.....	2	19,150.76	2,400.00	1,949.96	600.60	59.04	4,237.16	9,906.16	9,444.60	49	
Nappanee.....	3	1,558.29	728.26	.....	109.24	1.20	.....	838.70	710.59	54	
New Albany.....	2	16,378.60	2,400.00	2,200.00	.....	67.06	8,772.68	13,439.74	2,938.86	82	
New Castle.....	3	5,799.32	1,700.00	2,500.00	845.00	10.40	.....	2,905.40	3,493.92	40	
Noblesville.....	3	6,674.10	1,700.00	2,250.00	355.00	10.96	.....	2,280.96	4,393.14	34	
North Manchester.....	3	4,284.11	1,500.00	200.00	230.10	4.48	.....	1,934.58	2,349.53	45	
North Vernon.....	3	8,607.09	1,500.00	300.00	250.00	6.48	.....	2,056.48	1,550.61	57	
Notre Dame.....	3	5,981.96	1,600.00	.....	252.50	5.68	.....	1,858.18	4,123.78	31	
Oakland City.....	3	1,606.88	665.76	.....	77.20	1.44	.....	744.40	861.98	46	
Peru.....	2	10,002.20	2,100.00	1,300.00	654.38	22.78	.....	4,067.16	5,945.04	41	
Petersburg.....	3	2,821.92	1,100.00	200.00	165.00	3.36	.....	1,468.36	1,353.56	52	
Plymouth.....	3	6,949.12	1,700.00	100.00	249.50	12.56	.....	2,062.06	3,887.06	35	
Portland.....	3	6,554.51	1,700.00	300.00	355.00	12.16	.....	2,367.16	4,167.35	36	
Princeton.....	3	5,791.50	1,600.00	200.00	305.00	9.44	.....	2,114.44	3,677.06	37	
Remington.....	3	2,244.21	1,100.00	.....	140.00	.96	.....	1,240.96	1,008.25	55	
Renasselaer.....	3	3,373.30	2,400.00	4,800.00	184.92	4.72	.....	1,569.64	1,803.66	47	
Richmond.....	2	35,136.10	2,800.00	.....	1,400.00	138.52	7,760.28	16,928.80	18,206.30	48	
Rising Sun.....	3	1,879.58	915.76	.....	118.89	3.52	.....	1,088.17	791.41	58	
Rochester.....	3	5,024.11	1,600.00	150.00	276.31	7.60	.....	2,036.91	2,987.20	41	
Rockport.....	3	3,217.63	1,400.00	182.50	227.05	3.86	.....	1,802.91	1,414.72	56	
Rockville.....	3	8,150.32	1,300.00	162.00	240.80	4.56	.....	1,716.36	1,433.96	54	
Rushville.....	3	7,231.61	1,900.00	250.00	430.00	19.04	.....	2,589.04	4,662.57	39	
Salem.....	1	2,613.80	1,200.00	200.00	200.00	2.56	.....	1,692.57	1,211.23	57	
Shelburne.....	1	7,731.02	1,800.00	200.00	300.00	18.64	.....	2,418.64	5,312.38	51	
Shelbyville.....	1	10,851.96	2,000.00	1,000.00	484.07	24.16	.....	3,456.03	7,494.93	52	
South Bend.....	1	30,276.62	2,000.00	5,650.00	1,669.36	361.76	12,065.55	22,740.67	13,526.95	63	

Government building.

Do.										Presidential, Apr. 1, 1892.	
3	Spencer.....	1,200.00	150.00	133.78	6.24	1,490.02	1,104.52	57			
3	Sullivan.....	3,699.78	1,600.00	150.00	8.88	1,873.73	1,738.05	53			
1	Terre Haute.....	53,061.83	8,100.00	7,660.00	343.94	23,004.70	29,157.13	45			
3	Thorntown.....	2,669.27	1,100.00	.....	134.80	1,238.64	1,422.63	47		
3	Tipton.....	4,389.48	1,500.00	150.00	7.04	1,806.04	2,503.44	43			
3	Union City.....	6,961.23	1,800.00	250.00	359.89	2,424.69	4,536.54	35			
2	Valparaiso.....	13,850.27	2,400.00	1,800.00	10.35	5,753.95	8,098.92	42			
3	Vevay.....	2,340.96	1,200.00	400.00	2.61	1,802.64	538.32	77			
3	Vincennes.....	13,416.45	2,300.00	1,775.00	40.34	8,711.35	4,705.10	65			
2	Wabash.....	9,440.19	2,100.00	388.63	22.56	8,811.19	6,629.00	40			
3	Warsaw.....	7,246.15	1,800.00	460.00	16.00	2,476.00	4,770.15	34			
3	Washington.....	7,553.45	1,800.00	352.50	14.58	2,317.08	5,236.37	31			
3	Waterloo.....	2,090.60	1,100.00	140.00	6.44	1,245.44	845.36	60			
3	Whiting.....	448.15	275	44.00	.32	319.32	128.83	71			
3	Winamac.....	2,405.66	1,100.00	140.00	1.92	1,241.02	1,253.94	50			
3	Winchester.....	5,193.79	1,700.00	192.00	8.16	2,140.16	3,053.63	41			
3	Worthington.....	2,604.38	1,200.00	140.80	3.52	1,244.41	1,259.97	52			
Total.....		1,224,551.27	183,984.78	142,451.14	35,803.58	5,965.23	208,053.09	648,293.45	47		
INDIAN TERRITORY.											
3	Arkmore.....	4,878.99	1,400.00	225.00	252.25	1,877.25	3,001.74	38			
3	Elhigh.....	2,590.71	1,100.00	.....	128.00	1,224.80	1,291.91	49		
3	Elmucogee.....	4,975.02	1,600.00	400.00	3.52	2,247.02	2,728.00	45			
3	Furtell.....	3,528.18	1,400.00	.....	159.12	1,561.44	1,966.72	44		
3	Vinita.....	3,017.35	1,100.00	100.00	2.80	1,360.84	1,647.51	45			
Total.....		18,920.23	6,600.00	725.00	949.91	8,284.35	10,635.86	44			
IOWA.											
3	Ackley.....	2,806.28	1,300.00	200.00	227.00	1,729.08	1,137.20	60			
3	Adel.....	2,247.88	1,100.00	.....	170.00	1,272.40	1,976.48	57		
3	Afton.....	2,794.64	1,200.00	.....	124.95	1,325.67	1,468.97	47		
3	Albia.....	4,357.86	1,500.00	300.00	282.00	2,086.46	2,371.38	48			
3	Algona.....	5,502.49	1,700.00	393.00	355.00	2,453.20	3,104.29	44			
3	Alta.....	2,135.01	1,000.00	112.50	140.00	1,252.66	862.35	59			
3	Ames.....	4,686.77	1,600.00	125.00	179.70	1,808.54	2,778.23	41			
3	Anamosa.....	4,324.79	1,500.00	200.00	282.00	1,985.20	2,339.59	46			
2	Atlantic.....	10,165.48	2,200.00	1,400.00	453.09	4,054.84	6,110.64	40			
3	Auburn.....	3,982.26	1,500.00	150.00	241.13	1,912.65	2,089.61	48			
3	Avoca.....	3,276.00	1,400.00	150.00	225.41	1,794.01	1,492.59	55			
3	Bedford.....	3,708.38	1,500.00	200.00	255.41	1,929.78	1,778.45	52			
3	Belle Plaine.....	3,528.82	1,500.00	200.00	250.00	1,951.84	1,576.98	55			
3	Bellevue.....	2,136.40	1,000.00	200.00	155.90	1,357.50	1,978.90	58			
3	Bloomfield.....	3,662.21	1,500.00	200.00	150.00	1,852.40	1,809.81	51			
2	Boone.....	8,976.99	2,000.00	1,000.00	400.00	3,508.68	5,378.31	40			
3	Britt.....	580.00	250.00	25.00	35.00	310.16	278.84	53			
3	Brooklyn.....	3,917.56	1,300.00	.....	227.48	1,529.16	2,388.43	39		
3	Burlington.....	45,152.65	3,000.00	7,700.00	3,087.45	25,694.09	19,458.56	57			
1	Carroll.....	4,925.23	1,200.00	300.00	360.00	2,465.28	4,459.97	36			
										Presidential, Apr. 1, 1892.	

Presidential, Apr. 1, 1892.

Presidential, Apr. 1, 1892.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
Cedar Falls.....	2	\$40,684.46	\$2,100.00	\$1,400.00	\$475.00	\$14.23	\$1,202.45	\$5,191.68	\$5,492.78	49	
Cedar Rapids.....	3	52,032.41	3,100.00	8,200.00	1,675.00	171.64	7,879.85	21,026.49	31,025.92	40	
Centerville.....	3	6,381.38	1,700.00	400.00	354.00	5.36	.....	2,309.36	4,052.02	36	
Chariton.....	3	5,831.85	1,700.00	400.00	358.00	7.76	.....	2,465.76	3,406.09	43	
Charles City.....	3	8,296.43	1,700.00	400.00	388.00	4.48	.....	2,492.48	3,713.95	40	
Cherokee.....	3	7,071.00	1,800.00	200.00	460.00	4.80	.....	2,454.80	4,606.20	35	
Charlinda.....	3	6,038.84	1,700.00	800.00	378.00	8.86	.....	2,886.86	3,149.88	48	
Charlton.....	3	2,550.02	1,200.00	.....	217.50	.....	.....	1,417.50	1,132.52	56	
Clarksville.....	3	2,068.99	913.04	.....	141.98	.....	.....	1,055.48	1,017.51	51	Presidential, Aug. 21, 1892.
Clear Lake.....	3	2,800.25	1,200.00	100.00	106.50	2.81	.....	1,498.14	1,302.11	52	
Clinton.....	2	29,834.90	2,600.00	2,800.00	1,197.50	7.50	5,871.80	12,476.59	10,358.40	55	
Colfax.....	3	2,679.28	1,300.00	.....	213.07	2.88	.....	1,516.03	1,163.25	51	
Columbus Junction.....	3	2,323.24	1,100.00	100.00	173.75	.....	.....	1,871.75	577.49	59	Presidential, Apr. 1, 1892.
Conning.....	3	5,514.20	250.00	400.00	308.55	32	.....	2,310.16	2,913.45	44	
Corringtonville.....	3	5,223.61	1,600.00	.....	180.00	.....	.....	1,281.04	1,408.56	48	
Corydon.....	3	2,684.20	1,100.00	.....	65.55	.....	.....	925.17	723.03	56	Presidential, Oct. 9, 1891. Government building.
Council Bluffs.....	3	4,168.47	3,100.00	8,800.00	.....	207.84	12,271.55	24,470.39	23,706.08	51	
Cresco.....	3	4,700.57	1,600.00	800.00	300.00	2.52	.....	2,262.52	2,498.25	47	
Creston.....	2	11,091.79	2,200.00	1,700.00	742.75	15.12	3,018.26	8,276.13	2,815.66	75	
Davenport.....	1	66,541.04	3,100.00	7,200.00	1,200.00	123.90	13,048.85	24,672.65	38,868.99	42	
Decorah.....	2	11,711.47	2,300.00	1,300.00	358.65	6.00	.....	4,364.65	7,346.82	37	
Denison.....	3	6,047.90	1,600.00	300.00	306.00	3.68	.....	2,308.68	2,839.22	44	
Des Moines.....	3	165,940.18	3,400.00	23,743.65	1,000.00	594.93	27,888.64	56,112.22	99,827.96	36	Do.
De Witt.....	3	2,914.75	1,300.00	.....	166.00	1.68	.....	1,466.08	1,448.07	50	Do.
Dubuque.....	3	57,591.73	3,100.00	9,501.10	192.66	184.06	12,310.76	25,095.93	32,495.81	44	
Druid.....	3	3,097.91	1,200.00	80.00	102.66	1.44	.....	1,474.10	1,533.81	49	
Eagle Grove.....	3	4,023.53	1,400.00	150.00	251.23	3.44	.....	1,804.07	2,218.86	45	
Edgemoor.....	3	4,422.51	1,600.00	100.00	285.00	5.04	.....	1,890.04	2,532.47	43	
Elkader.....	3	2,119.49	1,000.00	243.00	156.75	1.96	.....	1,400.71	718.78	66	
Emmettsburg.....	3	6,738.99	1,700.00	200.00	330.00	3.68	.....	2,231.68	4,505.31	33	
Estherville.....	3	3,925.50	1,300.00	150.00	226.25	3.54	.....	2,680.09	2,245.41	41	
Fairfield.....	3	8,075.32	1,800.00	600.00	360.00	8.64	.....	2,786.64	5,298.68	34	Presidential, Apr. 1, 1892.
Farmington.....	3	511.31	275.00	25.00	31.83	.....	.....	131.90	179.41	65	Do.
Fayette.....	3	2,492.70	1,100.00	100.00	180.00	.....	.....	1,380.80	1,111.90	55	
Fonda.....	3	452.05	250.00	50.00	40.00	.....	.....	340.40	111.65	75	
Forest City.....	3	3,070.71	1,200.00	100.00	161.50	1.52	.....	1,453.02	1,557.69	48	
Fort Dodge.....	2	12,780.61	2,200.00	1,575.00	762.25	66.76	1,018.25	5,025.26	7,755.35	44	
Fort Madison.....	2	10,110.13	2,100.00	1,000.00	800.00	14.85	4,577.86	9,092.71	1,026.44	90	
Garnett.....	3	1,103.91	550.00	50.00	61.35	.....	.....	962.07	852.95	55	Presidential, Jan. 1, 1892.
Glennwood.....	3	4,162.87	1,500.00	.....	210.70	3.20	.....	1,752.90	2,409.97	42	

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
IOWA—continued.											
New Hampton.....	3	\$3,348.36	\$1,400.00	\$250.00	\$350.00	\$2.64	.....	\$2,002.64	\$1,345.72	60	Presidential, Apr. 1, 1892.
New Sharon.....	3	509.45	250.00	.....	.....	6.34	.....	250.00	259.37	50	.....
Newton.....	3	6,382.35	1,700.00	250.00	370.50	6.34	.....	2,396.83	4,055.52	26	.....
Northwood.....	3	1,214.68	500.00	75.00	149.00	.....	.....	489.98	489.98	60	Presidential, Jan. 1, 1892.
Odelbert.....	3	8,559.91	1,400.00	.....	228.22	.....	.....	1,832.45	1,832.45	46	Do.
Oelwein.....	3	1,309.07	550.00	.....	92.50	.....	.....	1,693.62	1,615.45	53	.....
Ogden.....	3	2,504.72	1,100.00	150.00	180.00	1.12	.....	1,431.44	1,073.28	57	.....
Onawa.....	3	2,776.14	1,300.00	190.00	201.11	2.88	.....	1,581.99	1,182.15	54	.....
Orange City.....	3	2,788.51	1,200.00	150.00	180.00	2.16	.....	1,512.16	1,276.35	54	.....
Osgo.....	3	4,970.83	1,600.00	500.00	335.00	3.52	.....	2,438.52	2,532.31	49	.....
Oscaloosa.....	2	4,283.41	1,500.00	200.00	250.00	3.28	.....	1,931.58	2,351.83	45	.....
Ottumwa.....	2	14,312.39	2,400.00	2,300.00	675.00	40.09	\$4,097.55	8,512.64	4,799.75	66	Government Building.
Pella.....	3	28,912.37	2,700.00	3,791.57	.....	67.22	5,967.17	12,535.96	15,966.41	44	.....
Perry.....	3	4,620.85	1,600.00	137.50	335.00	2.32	.....	2,074.82	2,546.03	44	.....
Postville.....	3	5,490.89	1,600.00	150.00	345.00	4.40	.....	2,089.40	3,410.49	38	.....
Red Oak.....	2	1,081.19	500.00	.....	54.82	7.52	.....	535.14	526.05	51	Presidential, Jan., 1892.
Rockford.....	3	8,581.03	2,000.00	860.00	500.00	7.52	.....	3,857.52	5,223.51	39	.....
Rock Rapids.....	3	558.29	250.00	.....	40.00	2.24	.....	266.05	266.05	52	.....
Rockwell City.....	3	8,647.13	1,400.00	100.00	233.00	1.68	.....	1,784.68	1,912.45	48	Presidential, Apr. 1, 1892.
Sac City.....	3	1,651.54	750.00	25.00	89.20	3.32	.....	864.52	787.02	52	.....
Sac City.....	3	3,682.08	1,400.00	135.00	196.25	1.20	.....	1,752.45	1,929.63	47	Presidential, Oct. 1, 1891.
Sanborn.....	3	1,720.14	720.11	86.41	115.21	1.80	.....	1,922.53	1,797.61	54	.....
Sheldon.....	3	6,054.19	1,600.00	200.00	313.50	2.32	.....	2,058.37	2,038.37	42	.....
Shenandoah.....	2	7,604.70	2,000.00	1,000.00	450.00	3.84	.....	2,115.82	4,150.86	45	.....
Stibbey.....	3	3,600.60	1,400.00	150.00	208.00	2.96	.....	1,760.96	1,839.64	49	.....
Sidney.....	3	2,194.65	1,000.00	199.82	150.83	2.24	.....	1,849.56	1,872.09	50	.....
Sigourney.....	3	8,672.25	1,400.00	200.00	245.00	4.56	260.37	36,718.83	55,012.38	62	.....
Slon City.....	1	91,731.21	3,300.00	13,178.57	2,800.00	.....	17,179.89	2,477.96	3,904.99	43	.....
Spencer.....	3	5,782.95	1,700.00	450.00	325.00	2.96	.....	1,532.02	1,107.77	58	.....
Spirit Lake.....	3	2,639.79	1,100.00	249.86	180.00	2.16	.....	1,532.02	1,107.77	58	.....
Storm Lake.....	3	4,981.83	1,700.00	100.00	355.00	2.80	.....	2,157.80	2,823.53	43	.....
Stuart.....	3	4,061.98	1,500.00	150.00	278.00	2.64	.....	1,920.64	2,131.34	48	.....
Tama.....	3	8,454.00	1,400.00	200.00	306.25	2.24	.....	1,808.49	1,645.51	52	.....
Tipton.....	3	3,901.28	1,500.00	250.00	320.00	1.12	.....	1,981.12	1,920.16	51	.....
Toledo.....	3	5,150.53	1,700.00	.....	355.00	3.68	.....	2,058.68	3,091.86	40	.....
Traver.....	3	3,150.78	1,400.00	.....	217.25	5.66	.....	1,617.81	1,532.97	51	.....
Villisca.....	3	3,796.84	1,500.00	25.00	382.15	1.52	.....	1,808.67	1,978.17	48	.....
Vinton.....	3	7,469.75	1,800.00	300.00	420.00	8.64	.....	2,523.64	4,931.11	34	.....
Wahpet.....	3	1,940.08	1,000.00	.....	110.05	3.12	.....	1,110.37	829.71	57	.....
Washington.....	3	7,771.57	1,900.00	400.00	420.00	6.16	.....	2,736.16	5,045.41	35	.....
Washington.....	2	17,986.89	2,400.00	3,100.00	709.00	23.22	4,286.08	19,576.99	7,390.90	69	.....

Presidential, Jan. 1, 1892.

Waukon.....	3	3,100.99	1,400.00	200.00	245.75	1.36	.....	1,847.11	1,253.88	69
Waverly.....	3	5,851.45	1,700.00	250.00	375.00	3.20	.....	2,328.30	2,535.25	40
Webster City.....	3	6,687.23	1,700.00	257.25	923.55	9.66	.....	2,200.40	2,386.83	34
West Liberty.....	3	3,520.82	1,400.00	200.00	245.75	8.12	.....	1,846.71	1,877.91	52
West Union.....	3	4,564.68	1,600.00	300.00	290.12	8.12	.....	2,183.24	2,271.44	43
What Cheer.....	3	3,959.13	1,600.00	300.00	290.00	2.32	.....	1,082.82	1,976.80	50
Wilton Junction.....	3	2,221.47	1,100.00	200.00	180.00	1.26	.....	1,481.20	1,840.27	53
Winterset.....	3	4,901.88	1,600.00	375.00	290.00	2.43	.....	2,207.64	2,639.22	54
Woodbine.....	3	2,448.28	1,000.00	375.00	150.80	1.76	.....	1,152.56	1,286.72	47
Total.....		1,314,443.72	245,648.91	142,178.54	53,530.73	2,867.82	155,291.61	599,537.61	714,906.11	46
KANSAS.										
Ablene.....	2	9,171.85	2,100.00	1,600.00	124.00	19.80	2,468.58	6,312.38	2,859.48	69
Alma.....	3	2,645.76	1,600.00	.....	163.50	2.86	.....	1,496.38	1,178.38	55
Anthon.....	3	4,940.00	1,600.00	150.00	235.50	3.44	.....	2,048.94	2,891.06	41
Argentine.....	3	3,144.53	1,300.00	200.00	225.00	5.92	.....	1,530.92	1,613.61	49
Arkansas City.....	2	11,169.63	2,200.00	1,000.00	625.00	1.36	.....	4,428.38	6,743.27	40
Ashtland.....	3	1,950.66	1,000.00	50.00	90.00	2.16	.....	1,142.16	808.50	59
Ashland.....	2	84,782.63	2,800.00	5,496.70	1,778.75	153.19	7,685.06	17,911.70	16,870.93	51
Augusta.....	3	2,478.30	1,100.00	200.00	180.00	1.93	.....	1,481.92	996.38	60
Baldwin.....	3	2,552.53	1,200.00	.....	120.40	2.80	.....	1,222.40	1,330.13	48
Baxter Springs.....	3	2,889.15	1,200.00	50.00	161.00	1.84	.....	1,412.84	1,456.31	49
Belleville.....	3	3,785.19	1,500.00	200.00	230.00	3.12	.....	1,833.12	1,852.07	51
Beloit.....	3	7,025.83	1,800.00	300.00	300.00	7.20	.....	2,507.20	4,518.63	36
Burlingame.....	3	2,897.99	1,300.00	800.00	165.00	3.36	.....	1,768.36	1,039.63	63
Burlington.....	3	4,867.54	1,600.00	300.00	323.45	3.92	.....	2,227.37	2,640.17	46
Caldwell.....	3	3,489.26	1,400.00	200.00	230.00	1.68	.....	2,040.65	1,448.61	58
Cawker City.....	3	2,859.09	1,300.00	200.00	220.00	1.52	209.13	1,731.68	1,137.41	60
Chanute.....	3	5,358.92	1,600.00	300.00	429.30	4.56	.....	2,333.86	3,025.06	44
Cherokee.....	3	2,304.95	1,100.00	212.50	180.00	2.24	.....	1,494.74	810.21	65
Cherry Vale.....	3	3,771.50	1,600.00	200.00	132.00	4.24	.....	1,836.24	1,835.26	51
Chetopa.....	3	3,783.19	1,500.00	300.00	190.00	3.04	.....	2,022.17	1,771.02	53
Clay Center.....	2	8,410.32	2,000.00	1,300.00	360.00	8.16	.....	3,668.16	4,742.16	44
Clifton.....	3	2,222.28	1,100.00	.....	100.00	1.04	.....	1,261.04	961.24	57
Clyde.....	3	2,961.83	1,300.00	200.00	225.00	1.60	.....	1,728.00	1,235.33	58
Coffeyville.....	3	5,494.80	1,600.00	300.00	152.00	4.24	.....	2,056.24	3,438.60	37
Colby.....	3	2,363.18	1,100.00	250.00	140.00	1.36	.....	1,491.88	871.82	63
Columbia.....	3	5,497.01	1,700.00	400.00	38.58	6.72	.....	2,135.30	3,361.71	39
Concordia.....	3	6,775.95	1,800.00	400.00	300.00	11.04	.....	2,611.04	4,284.91	38
Cottonwood Falls.....	3	1,867.10	1,000.00	25.00	158.05	2.72	.....	1,185.77	701.33	53
Council Grove.....	3	4,036.79	1,500.00	300.00	230.00	2.56	.....	2,052.56	1,984.23	61
Dodge City.....	3	4,070.38	1,500.00	500.00	460.00	3.84	.....	2,463.84	1,606.54	61
Downs.....	3	2,864.90	1,200.00	150.00	200.00	1.04	.....	1,551.04	1,313.86	54
El Dorado.....	3	6,416.49	1,700.00	500.00	80.50	7.12	.....	2,297.12	4,368.97	35
Ellis.....	3	1,051.95	500.00	100.00	62.50	1.40	.....	2,006.80	1,777.07	53
Ellsworth.....	3	7,283.67	1,500.00	300.00	275.00	1.60	.....	1,660.80	5,624.97	57
Emporia.....	2	17,283.96	2,500.00	8,100.00	455.68	75.28	5,429.92	1,377.09	5,746.97	65
Erie.....	3	2,123.66	1,100.00	100.00	174.85	2.24	.....	2,297.91	2,734.12	46
Eureka.....	3	2,622.63	1,100.00	300.00	293.75	4.16	.....	1,552.90	985.27	61
Florence.....	3	2,527.27	1,200.00	250.00	179.28	2.72	.....	.....	.....	61

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KANSAS—continued.											
Fort Leavenworth.....	3	\$2,207.85	\$1,100.00	\$200.00	.....	\$3.28	.....	\$1,303.28	\$904.57	59	Government building.
Fort Scott.....	2	19,092.74	2,500.00	3,400.00	.....	22.91	\$5,839.93	11,702.84	7,329.90	62	Do.
Frankfort.....	3	2,665.19	1,200.00	.....	\$206.00	1.84	.....	1,406.84	1,258.35	58	
Fredonia.....	3	3,092.37	1,500.00	300.00	238.20	3.04	.....	2,041.24	1,051.13	56	
Galena.....	3	3,279.37	1,400.00	.....	240.00	3.53	.....	1,643.53	1,635.85	51	
Garden City.....	3	4,321.74	1,600.00	600.00	75.00	11.44	.....	2,296.44	2,035.30	53	
Garnett.....	3	4,401.79	1,600.00	200.00	335.00	5.52	.....	2,140.52	2,261.27	47	
Grard.....	3	4,673.36	1,600.00	300.00	301.00	6.24	.....	2,207.24	2,466.14	44	
Goodland.....	3	3,087.12	1,300.00	200.00	195.00	2.40	.....	1,897.40	1,889.72	55	
Great Bend.....	3	5,874.41	1,700.00	250.00	56.03	5.20	.....	2,011.23	3,863.18	35	
Halshead.....	3	1,029.14	500.00	.....	34.00	.32	.....	534.32	464.82	53	
Harper.....	3	3,739.62	1,400.00	250.00	249.25	4.00	.....	1,903.25	1,836.37	51	
Hays City.....	3	3,768.79	1,300.00	133.66	170.00	1.68	.....	1,605.34	2,161.45	43	
Herington.....	3	2,995.71	1,300.00	200.00	225.00	2.80	.....	1,727.80	1,267.91	53	
Hiawatha.....	2	7,204.70	2,000.00	1,200.00	267.20	6.56	.....	3,473.76	3,730.94	49	
Holton.....	3	5,418.70	1,700.00	250.00	375.00	3.44	.....	2,328.44	3,090.26	43	
Horton.....	3	5,098.32	1,600.00	200.00	314.99	3.60	.....	2,118.59	2,979.73	43	
Howard.....	3	3,526.53	1,400.00	150.00	245.00	1.60	.....	1,796.00	1,730.53	51	
Humboldt.....	3	2,529.79	1,200.00	300.00	196.41	1.68	.....	1,696.09	831.70	67	
Hutchinson.....	2	17,257.69	2,500.00	2,249.44	217.43	78.69	5,293.34	10,311.90	7,045.79	59	
Independence.....	3	6,257.41	1,900.00	400.00	420.00	8.48	.....	2,628.48	3,628.93	43	
Iola.....	3	3,565.75	1,400.00	250.00	170.00	2.80	.....	1,832.80	1,742.95	51	
Jewell.....	3	1,878.64	1,000.00	.....	160.00	.24	.....	1,160.24	718.60	62	
Junction City.....	3	6,932.30	2,000.00	1,000.00	90.00	69.30	.....	3,159.30	3,523.00	47	
Kansas City.....	2	43,439.20	2,700.00	5,022.56	1,900.00	95.29	16,834.63	26,052.53	17,376.67	60	
Kirman.....	3	5,011.52	1,600.00	500.00	300.00	8.68	.....	2,408.68	2,592.84	48	
Kinsley.....	3	462.02	229.87	62.50	37.50	.32	.....	329.99	132.03	71	Delinquent first, second, and third quarters.
Kiowa.....	3	2,094.09	1,000.00	200.00	180.00	1.12	.....	1,971.12	642.97	68	
La Cynae.....	3	2,168.33	1,100.00	200.00	190.00	1.04	.....	1,491.04	682.79	68	
Larned.....	3	5,235.98	1,700.00	400.00	282.50	5.38	.....	2,836.13	2,847.80	46	
Lawrence.....	2	22,677.06	2,800.00	4,000.00	1,800.00	243.13	7,235.67	15,860.19	7,062.96	69	
Leavenworth.....	2	27,850.53	2,700.00	4,900.00	.....	80.87	7,966.52	15,660.19	12,200.34	55	
Linn.....	3	2,766.09	1,200.00	250.00	100.00	2.06	.....	1,662.06	1,143.98	59	
Lindenberg.....	3	2,438.96	1,100.00	.....	133.48	1.04	.....	1,254.52	1,178.44	52	
Linton.....	3	2,126.33	1,100.00	.....	199.98	1.72	.....	1,240.70	885.63	59	
Lyon.....	3	4,095.66	1,500.00	100.00	189.98	6.04	.....	1,865.04	2,210.65	46	
McPherson.....	3	8,750.40	2,000.00	1,300.00	354.55	5.98	.....	3,062.53	5,687.86	43	
Manhattan.....	2	8,312.49	1,900.00	1,450.00	480.00	11.76	.....	2,841.76	5,470.73	34	
Mankato.....	3	3,042.62	1,200.00	800.00	198.00	2.88	.....	1,700.88	2,241.74	43	

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
KENTUCKY.											
Ashtand.....	3	\$6,613.72	\$1,800.00	\$250.00	\$260.00	\$22.72		\$2,432.72	\$4,181.00	37	
Augusta.....	3	2,314.13	1,100.00	100.00	140.00	4.32		1,344.32	1,969.81	58	
Bartstown.....	3	2,682.10	1,100.00		130.00	1.32		1,231.32	2,450.78	46	
Bowling Green.....	2	9,996.87	2,200.00		700.00	31.37	\$2,781.19	7,012.56	1,484.31	70	
Carlisle.....	3	2,684.03	1,300.00	200.00	161.96	6.60		1,867.56	1,066.47	59	
Carrollton.....	3	2,712.57	1,300.00	200.00	146.97	4.48		1,561.45	1,106.12	57	
Cattlettsburg.....	3	4,767.14	1,700.00	150.00	282.80	14.08		2,146.88	2,620.26	45	
Clinton.....	3	2,021.74	1,000.00		156.50	2.16		1,158.66	1,863.08	57	
Covington.....	2	35,759.44	2,700.00	3,818.78		315.64	11,079.48	17,913.90	17,845.94	50	Government building.
Cynthiana.....	3	5,372.29	1,600.00	150.00	340.00	16.72		2,108.72	3,263.57	39	
Danville.....	3	7,496.21	1,900.00	150.00	310.00	19.84		2,379.84	5,116.37	32	
Elizabethtown.....	3	3,244.90	1,400.00	200.00	122.99	6.88		1,729.87	1,515.03	53	
Emmence.....	3	2,870.29	1,100.00		69.73	3.76		1,173.48	1,396.81	46	
Falmouth.....	3	857.57	500.00	75.00	78.50	1.30		654.70	1,302.87	68	Presidential, Jan. 1, 1892.
Flemingsburg.....	3	2,272.86	1,000.00	100.00	140.00	4.00		1,344.00	928.86	59	
Frankfort.....	2	16,081.82	2,500.00	2,200.00		91.62	4,898.91	9,690.53	6,391.29	60	Government building.
Franklin.....	3	2,898.04	1,200.00	162.50	218.98	4.64		1,686.12	1,211.92	58	
Fulton.....	3	3,519.30	1,500.00	100.00	245.00	6.48		1,851.48	1,667.82	53	
Georgetown.....	3	5,051.39	1,600.00	225.00	263.59	16.06		2,104.87	2,946.52	62	
Glasgow.....	3	3,407.87	1,500.00	400.00	250.00	5.84		2,155.84	1,252.03	63	
Harrodsburg.....	3	5,001.46	1,700.00	350.00	348.08	12.06		2,410.16	2,591.30	48	
Henderson.....	2	10,254.88	2,200.00	1,250.00	490.00	38.24	1,866.79	5,945.03	4,419.80	57	
Hickman.....	3	2,057.00	1,100.00	76.00	135.00	2.08		1,213.08	743.92	64	
Hopkinsville.....	3	7,617.21	1,800.00	400.00	413.63	18.34		2,631.97	4,985.24	35	
Lancaster.....	3	2,413.69	1,200.00	165.92	156.00	4.16		1,546.08	967.61	64	
Lawrenceburg.....	3	2,522.40	1,200.00	250.00	180.00	4.72		1,534.72	987.68	61	
Lebanon.....	3	5,123.56	1,700.00	300.00	358.00	8.00		2,266.00	2,757.56	44	
Lexington.....	1	45,454.53	8,000.00	6,178.02		335.91	6,092.92	15,906.85	29,547.68	34	Government building.
Louisa.....	1	470.38	250.00	45.00		1.30		15,296.30	174.08	63	Apr. 1, 1892.
Louisville.....	1	354,729.83	3,300.00	60,672.65		2,002.63	71,072.34	137,547.92	217,181.91	39	Government building.
Madisonville.....	3	3,072.02	1,300.00		136.60	3.32		1,339.92	1,632.10	47	
Mayfield.....	3	4,414.80	1,500.00		249.75	7.98		2,157.11	2,257.78	49	
Middlesboro.....	3	7,063.75	1,900.00	400.00	413.00	18.72		2,929.72	4,134.03	41	
Marysville.....	3	10,597.85	2,100.00	1,300.84	700.00	24.45	230.30	4,364.59	6,233.26	41	
Morgantown.....	3	580.50	250.00	25.00	28.60	81.44		2,001.12	3,855.40	52	
Mount Sterling.....	3	7,277.10	1,900.00	324.18	420.00	20.13		2,673.60	4,603.50	37	
Newport.....	3	24,615.62	2,600.00	2,827.15	1,400.00	12.40	7,107.69	14,513.96	10,101.66	56	
Nicholasville.....	3	3,343.20	1,400.00	800.00	249.00			1,951.40	1,391.80	59	
Owensboro.....	2	14,896.14	2,400.00	1,776.00		17.44	4,020.00	8,233.06	6,663.08	56	
Paducah.....	2	19,215.06	2,500.00	2,290.49		47.40	4,640.90	9,386.90	9,828.17	50	Do.

Paris	2	8,111.41	2,000.00	1,000.00	405.00	32.08	.....	3,437.08	4,874.33	42
Pinetille	3	2,260.90	1,300.00	73.00	225.00	6.24	.....	1,004.24	1,060.75	71
Princeton	3	8,163.99	1,400.00	200.00	241.60	7.12	.....	1,848.62	1,215.37	58
Richmond	3	5,916.54	1,800.00	500.00	345.25	24.32	.....	2,089.57	2,246.97	45
Russellville	3	4,151.55	1,500.00	200.00	148.00	9.65	.....	1,837.65	2,293.90	45
Shelbyville	3	5,716.38	1,700.00	350.00	305.00	10.32	.....	2,365.32	3,351.06	41
Somersett	3	4,115.48	1,500.00	225.00	209.00	7.92	.....	1,947.50	2,167.98	47
Stanford	3	3,076.96	1,300.00	60.00	209.00	5.92	.....	1,574.92	1,502.04	51
Verailles	3	3,899.43	1,500.00	112.50	108.00	7.92	.....	1,788.42	2,111.01	46
Williamsburg	3	2,205.69	1,100.00	115.00	76.75	2.24	.....	1,293.99	911.70	59
Winchester	3	6,283.40	1,800.00	225.00	150.00	24.48	.....	2,199.48	4,083.92	35
Total		702,096.71	82,900.00	92,448.01	12,302.75	3,496.57	113,980.64	304,835.97	397,260.74	48
LOUISIANA.										
Alexandria	3	5,046.64	1,500.00	225.00	283.75	9.68	.....	2,018.43	3,028.21	40
Arabi	3	1,977.28	1,100.00	.....	108.00	1.04	.....	1,209.04	768.24	61
Baton Rouge	2	10,497.68	2,200.00	1,400.00	350.00	64.00	.....	4,014.00	6,483.68	38
Bayou Sara	3	2,353.16	1,100.00	150.00	162.00	4.00	.....	1,416.00	1,837.16	60
Donaldsonville	3	3,277.77	1,300.00	162.50	214.00	7.09	.....	1,684.19	1,893.58	51
Franklin	3	3,388.45	1,300.00	12.50	172.35	7.36	.....	1,492.21	1,896.24	44
Houma	3	2,320.49	1,000.00	.....	123.00	6.24	.....	1,199.74	1,196.75	49
Lafayette	3	2,660.96	1,100.00	.....	134.00	8.40	.....	1,242.40	1,418.56	47
Lake Charles	3	5,640.86	1,700.00	250.00	352.00	12.96	.....	2,314.96	3,325.90	41
Monroe	3	6,545.83	1,600.00	300.00	211.50	6.24	.....	2,117.74	4,428.19	32
Natchitoches	3	2,674.18	1,200.00	240.00	132.00	4.40	.....	1,576.40	1,897.78	59
New Iberia	3	4,942.81	1,600.00	300.00	131.25	14.08	.....	2,045.33	2,897.48	41
New Orleans	1	357,960.30	3,800.00	80,700.87	131.25	3,509.55	104,840.50	192,850.92	106,109.38	54
Opelousas	3	2,730.39	900.00	.....	19.89	8.88	.....	928.77	1,801.62	34
Plaquemine	3	4,274.53	1,500.00	150.00	257.50	10.08	.....	1,917.58	2,355.95	45
Ruston	3	1,717.46	730.98	100.00	86.80	1.87	.....	919.45	828.01	53
Shreveport	2	16,585.46	2,500.00	2,725.00	.....	27.70	4,084.02	9,356.72	7,248.74	56
Thibodaux	3	2,953.53	1,200.00	80.00	135.00	7.92	.....	1,422.92	1,530.61	48
Total		437,577.88	27,330.98	86,795.87	2,873.34	3,712.09	108,924.52	229,636.80	207,941.08	52
MAINE.										
Auburn	2	17,486.69	2,400.00	1,906.26	825.00	6.36	4,840.09	9,977.71	7,518.98	57
Augusta	2	60,724.51	3,100.00	19,423.52	.....	213.38	6,670.50	28,407.40	31,317.11	49
Bangor	1	41,428.44	3,000.00	7,924.00	.....	245.82	7,884.94	18,554.76	22,873.69	45
Bar Harbor	3	7,038.49	1,800.00	380.00	460.00	34.48	.....	2,674.48	4,364.01	38
Bath	3	13,297.52	2,300.00	2,200.00	.....	62.08	3,549.49	8,111.57	5,185.95	61
Belfast	2	19,598.64	2,100.00	1,513.75	870.00	14.40	.....	3,628.15	15,970.49	19
Biddeford	2	10,479.06	2,100.00	1,700.00	.....	23.28	4,398.05	9,091.33	1,387.79	87
Brewer	3	1,457.27	750.00	.....	112.91	3.52	.....	866.43	590.84	59
Bridgton	3	2,884.19	1,200.00	400.00	145.00	6.08	.....	1,351.08	1,543.11	47
Brunswick	3	7,819.37	1,900.00	448.63	448.63	26.96	.....	2,772.59	5,045.78	35
Bucksport	3	3,408.98	1,300.00	300.00	185.00	5.36	.....	1,790.36	1,619.62	53
Calais	3	6,556.81	1,800.00	1,000.00	410.00	8.24	.....	3,213.24	3,338.57	49

Mail bags, 25 cents.

Government building.

Do.

Delinquent, third, quarter 1891; Gov-
ernment building.

Presidential, Oct. 6, 1891.

Government building.

Government building.

Do.

Do.

Do.

Presidential, Oct. 1, 1892.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MAINE—continued.											
Camden	3	\$3,629.31	\$1,400.00	\$225.00	\$255.00	\$7.12	.....	\$1,987.12	\$1,742.19	52	
Caribou	3	2,719.69	1,200.00	185.00	200.00	.....	.....	1,595.72	1,133.97	53	
Cumberland Mills	3	1,293.63	1,500.00	.....	71.58	2.32	.....	573.90	1,629.13	48	June 1, 1892.
Dexter	3	2,562.88	1,500.00	390.10	261.00	8.80	\$183.52	2,862.52	1,416.66	48	
Eastport	3	4,615.31	1,500.00	425.00	137.25	3.20	.....	2,140.45	1,322.39	47	
Ellsworth	3	6,285.94	1,700.00	700.00	282.00	12.00	.....	2,162.92	2,473.94	47	Government building.
Fairfield	3	3,622.33	1,400.00	.....	225.00	7.44	.....	1,632.44	1,889.94	46	
Farmington	3	4,283.33	1,500.00	400.00	282.00	10.32	.....	2,192.32	2,091.01	51	June 1, 1892, Presidential.
Fort Fairfield	3	1,099.21	550.00	33.33	85.00	8.8	.....	609.21	430.00	61	
Foxcroft	3	2,696.05	1,300.00	.....	170.45	8.96	.....	1,479.41	2,176.64	40	
Freepoint	3	2,632.84	1,100.00	85.77	90.00	4.96	.....	1,290.73	1,332.11	49	
Gardiner	2	7,773.25	1,909.62	1,016.21	354.07	31.31	.....	3,311.81	4,461.44	43	
Hallowell	3	5,055.66	1,600.00	.....	330.00	10.88	.....	1,940.88	3,114.78	38	
Houlton	3	5,854.32	1,700.00	300.00	255.00	6.24	.....	2,261.24	3,593.08	40	
Kennebunk	3	3,096.95	1,400.00	.....	149.59	6.88	.....	1,556.47	1,530.48	50	
Kennebunk	3	23,840.97	2,000.00	2,994.54	1,274.80	82.99	5,843.83	12,736.16	10,604.81	55	
Leviston	3	1,407.01	665.76	.....	97.89	2.50	.....	766.15	640.86	54	Presidential, Nov. 1, 1891.
Liveston Falls	3	1,812.42	750.00	.....	96.43	3.36	.....	849.69	962.73	47	
Madison	3	2,593.04	1,200.00	250.00	.....	2.12	.....	1,453.12	1,139.92	56	Government building.
Machias	3	1,435.79	550.00	.....	84.80	1.84	.....	636.64	799.15	44	Jan. 1, 1892, Presidential.
Mechanic Falls	3	3,157.37	1,400.00	162.00	200.00	4.76	.....	1,766.06	1,390.61	56	
North Berwick	3	2,433.39	1,000.00	.....	140.00	3.68	.....	1,143.68	1,289.71	47	
Norway	3	3,890.76	1,500.00	200.00	130.00	6.72	.....	1,836.72	2,054.04	47	
Oakland	3	2,443.84	1,100.00	25.00	101.12	6.00	.....	1,232.12	1,211.72	50	
Old Town	3	3,392.69	1,400.00	.....	245.75	8.90	.....	1,232.12	1,738.14	49	
Orono	3	2,050.40	915.76	.....	128.21	8.80	.....	1,048.77	1,001.63	51	Presidential, Aug. 1, 1891.
Phillips	3	1,239.75	753.26	.....	42.46	1.84	.....	797.56	442.19	64	Presidential, Oct. 25, 1891.
Pittsford	3	3,132.58	1,300.00	.....	225.00	4.96	.....	1,529.96	1,602.62	49	
Portland	3	619.77	3,400.00	23,486.16	.....	791.09	20,718.98	48,323.23	83,293.54	37	Government building.
Presque Isle	1	2,718.23	1,200.00	.....	200.00	2.24	.....	1,702.24	1,005.99	63	
Richmond	3	3,402.92	1,500.00	80.00	244.60	8.00	.....	1,832.60	1,569.70	54	Do.
Rockland	3	12,752.67	2,300.00	1,600.00	.....	.....	4,376.05	8,276.05	4,473.62	37	
Saco	3	6,444.63	1,700.00	300.00	378.00	20.80	.....	2,398.80	4,045.83	40	
Sanford	3	3,701.50	1,300.00	.....	170.00	6.24	.....	1,476.24	2,225.26	37	
Skowhegan	3	6,998.95	1,800.00	300.00	460.00	17.62	.....	2,577.62	4,421.43	37	
South Berwick	3	2,599.15	1,200.00	.....	185.00	.....	.....	1,301.00	1,298.15	54	
South Paris	3	2,173.39	1,000.00	.....	180.00	4.96	.....	1,154.96	1,018.43	51	
Springvale	3	3,230.65	1,100.00	50.00	101.98	3.68	.....	1,264.66	1,965.99	57	
Thomaston	3	2,040.76	1,400.00	100.00	232.56	6.16	.....	1,719.66	1,321.10	59	Do.
Waldoboro	3	2,500.58	1,200.00	150.00	.....	6.24	.....	1,456.24	1,044.34	58	

Waterville.....	2	12,066.81	2,200.00	1,400.00	800.00	82.56	.....	4,232.56	7,834.25	36
Westbrook.....	3	4,006.95	1,400.00	.....	275.00	7.44	.....	1,082.44	2,384.51	41
Winthrop.....	3	2,805.14	1,200.00	.....	181.31	3.84	.....	1,335.15	1,460.99	48
Woodfords.....	3	1,858.98	750.00	.....	110.25	4.56	.....	864.81	1,084.17	44
Total.....		506,021.77	84,994.40	71,845.64	12,036.18	1,753.61	57,045.45	228,190.28	276,831.49	45
MARYLAND.										
Annapolis.....	3	14,023.70	2,000.00	1,600.00	680.00	116.42	2,578.47	6,971.99	7,051.81	50
Baltimore.....	1	749,488.41	6,000.00	155,836.78	1,806.75	7,680.63	245,813.45	415,567.61	333,900.80	55
Bel Air.....	3	8,570.58	1,500.00	.....	164.00	9.84	.....	1,811.34	1,759.24	50
Cambridge.....	3	4,478.14	1,500.00	6,000.00	279.11	8.88	.....	1,983.98	2,484.15	44
Catonville.....	3	2,840.83	1,000.00	.....	138.00	10.48	.....	1,148.48	1,062.35	51
Centerville.....	3	3,818.16	1,000.00	200.00	105.15	5.60	.....	1,710.75	1,907.41	53
Chesertown.....	3	4,338.62	1,500.00	200.00	225.00	6.64	.....	1,931.64	2,404.88	44
Chesfield.....	3	2,794.03	1,100.00	107.50	165.00	2.72	.....	1,375.22	1,420.83	49
Cumberland.....	2	18,258.98	2,500.00	2,099.18	700.00	143.61	4,369.47	9,812.26	9,444.70	51
Elkton.....	3	6,715.69	1,800.00	400.00	333.83	11.82	.....	2,545.05	4,150.64	38
Elkton City.....	3	4,042.76	1,500.00	226.63	180.00	10.96	.....	1,897.68	2,131.96	47
Emmitsburg.....	3	2,187.98	1,000.00	.....	119.50	7.52	.....	1,092.77	1,045.06	47
Fredrick.....	3	14,220.78	2,400.00	1,600.00	1,000.00	65.56	3,486.56	1,122.20	5,088.64	52
Hagerstown.....	2	4,078.46	1,500.00	2,000.00	275.00	8.86	.....	8,562.12	2,084.52	49
Harre de Grace.....	3	16,730.41	2,400.00	2,123.15	800.00	79.79	3,343.91	1,961.96	7,963.56	52
Hagerstown.....	2	3,761.18	1,400.00	156.00	138.70	8.48	.....	1,097.18	2,064.00	46
Lonaconing.....	3	2,750.28	1,200.00	.....	155.66	3.52	.....	1,359.18	1,391.08	49
Oakland.....	3	3,167.27	1,400.00	400.00	165.00	14.96	.....	1,079.96	1,187.31	63
Pocomoke City.....	3	2,761.42	1,200.00	.....	203.50	4.48	.....	1,407.98	1,353.44	51
Port Deposit.....	3	2,543.01	1,200.00	.....	200.00	4.72	.....	1,404.72	1,138.29	55
Princess Anne.....	3	1,005.72	550.00	50.00	82.50	17.92	311.73	682.82	322.90	68
Rockville.....	3	2,077.51	1,200.00	200.00	145.00	8.24	.....	1,774.65	902.96	66
Salisbury.....	3	6,467.27	1,700.00	150.00	330.00	8.24	.....	2,284.24	3,279.53	40
Snow Hill.....	3	1,408.22	665.76	133.23	43.00	2.51	.....	844.90	503.62	60
Sparrows Point.....	3	3,799.78	1,250.54	.....	222.69	5.92	.....	1,479.15	2,320.63	39
Towson.....	3	2,625.99	1,100.00	80.00	180.00	11.20	.....	1,371.20	1,254.79	62
Westminster.....	3	5,923.62	1,800.00	500.00	347.08	17.36	.....	2,684.44	3,259.18	45
Total.....		892,788.20	45,166.30	106,104.07	8,879.51	8,215.56	259,300.59	437,696.03	405,132.17	55
MASSACHUSETTS.										
Abington.....	3	3,841.17	1,400.00	.....	216.00	10.48	.....	1,026.48	2,214.69	42
Adams.....	3	6,372.33	1,800.00	.....	420.00	13.60	.....	2,233.00	4,138.73	35
Amesbury.....	2	12,069.74	2,300.00	1,300.00	421.29	49.28	.....	4,070.57	7,990.17	34
Amherst.....	2	10,375.50	2,200.00	1,300.00	421.29	49.28	.....	3,970.57	6,404.93	38
Andover.....	3	9,322.09	2,000.00	1,000.00	370.00	67.71	.....	3,437.71	5,884.38	37
Arlington.....	3	5,612.59	1,700.00	.....	210.00	40.06	.....	1,950.96	3,661.63	35
Ashburnham.....	3	1,933.93	1,000.00	.....	124.00	4.00	.....	1,128.00	805.93	58
Ashland.....	3	2,409.82	1,100.00	.....	146.14	9.92	.....	1,254.06	1,153.76	53
Athol.....	3	9,367.14	1,900.00	.....	420.00	26.96	.....	2,346.96	7,020.18	25

Mall bag, \$36; Government building.

Presidential, January 1, 1892.

Mall bags, 35 cents. Presidential, Nov. 1, 1891.
Presidential, July 15, 1891.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—continued.											
Athol Centre	3	\$2,579.63	\$1,200.00		\$200.00	\$6.80		\$1,408.80	\$1,172.83	55	
Attleboro	2	11,579.85	2,200.00	\$1,440.00	875.00	45.39		4,360.39	7,219.46	38	
Auburndale	3	5,615.83	1,700.00		265.41	52.08		2,017.49	3,598.34	36	
Ayer	3	4,756.92	1,500.00		277.12	13.28		1,780.78	2,966.14	38	
Baldwinsville	3	2,242.69	1,000.00		129.12	6.12		1,134.24	1,108.45	51	
Barre	3	2,972.44	1,300.00		189.06	5.03		1,494.09	1,477.35	50	
Beverly	2	13,302.44	2,400.00	1,500.00	700.00	60.05	\$6,038.29	10,688.34	2,604.10	80	
Boston	1	2,374,601.76	6,000.00	422,232.22	22,581.60	27,729.98	523,367.51	1,001,892.51	1,372,719.25	42	Mail bags, 15 cents.
Bradford	3	2,471.38	1,200.00		200.00	24.32		1,424.32	1,047.06	58	Government building.
Bridgewater	3	4,271.29	1,500.00	4,306.92	1,680.00	20.73		1,720.73	2,546.08	40	
Brookline	2	40,371.29	2,900.00		1,773.00	7.12		20,793.84	19,477.45	52	
Brookfield	3	3,391.83	1,200.00		430.00	20.24		1,380.12	1,011.81	58	
Campello	3	8,367.79	1,800.00	90.00	167.13	3.84		2,350.24	6,017.55	28	
Canton	3	3,581.80	1,500.00	200.00	420.00	32.88		1,790.87	1,820.83	49	
Chicopee	3	7,433.76	1,800.00		300.00	21.30		2,452.88	4,980.88	33	
Chicopee Falls	2	10,397.10	2,100.00		425.00	41.26		2,121.20	5,234.28	20	
Concord	3	5,364.75	1,700.00	1,200.00	288.83	26.56	3,483.73	7,249.69	3,147.11	70	
Cottage City	3	4,704.06	1,800.00	200.00	297.75	20.56		2,018.31	3,346.36	38	
Danvers	3	2,530.51	1,400.00		120.00	9.12		1,539.12	2,683.65	43	
Dedham	3	6,046.61	1,800.00		260.00	16.48		2,176.48	3,870.13	36	
East Northfield	3	6,592.93	1,800.00	200.00	310.00	51.52		2,261.52	4,331.41	36	
East Pepperell	3	6,198.68	1,800.00	140.00	390.00	16.08		2,247.62	3,950.36	38	
East Weymouth	3	2,196.88	1,100.00		180.00	8.72		1,284.72	1,037.66	55	
Everett	3	12,316.07	1,700.00		198.00	8.24		1,476.24	1,774.64	46	
Fairhaven	3	3,645.04	2,300.00	1,194.90	413.00	18.92		1,928.62	5,363.70	28	
Fall River	2	2,265.61	2,300.00		209.90	59.62	4,503.87	8,943.87	4,372.50	67	
Fitchburg	3	32,828.95	3,000.00	6,122.25	1,700.00	284.87	18,504.01	27,628.23	20,917.81	57	Do.
Florence	3	4,845.04	2,700.00	4,172.00	135.65	136.06	7,903.61	16,963.67	10,135.28	51	
Foxborough	3	3,498.06	1,500.00		245.08	11.22		1,764.38	3,643.48	33	
Frammingham	3	3,775.95	1,400.00		146.04	15.28		1,560.28	2,037.82	40	
Franklin	3	6,319.05	1,700.00		196.24	13.12		1,009.36	2,166.59	43	
Gardner	3	2,476.41	2,000.00	700.00	239.19	24.90		1,964.15	4,854.90	31	
Georgetown	2	10,773.41	2,000.00		224.00	18.72		2,852.73	7,820.69	27	
Gloucester	3	2,436.40	2,000.00	99.98	119.74	5.28		1,125.00	1,161.40	53	
Gloucester	2	24,549.46	2,000.00	8,324.00	90.30	8,286.56		14,272.86	10,276.60	58	
Greenfield	3	2,046.22	1,100.00		173.88	4.80		1,278.08	816.64	61	
Greenfield	3	2,046.22	1,100.00	46.78	352.35	12.64		2,118.77	4,016.58	34	
Greenfield	3	1,896.22	2,400.00	1,900.00	49.45	49.45		5,040.45	10,948.77	82	
Green	3	2,317.76	1,100.00		128.00	11.70		1,234.70	983.00	56	

Haverhill.....	2	38,944.92	2,900.00	5,242.18	2,500.00	303.01	12,361.40	23,398.63	15,558.26	60
Hingham.....	3	1,142.90	1,500.00	2,236.00	2,313.90	21	.....	1,864.30	2,437.82	43
Holliston.....	3	2,873.31	1,200.00	.....	1,403.60	12	.....	21,403.60	20,347.06	51
Holyoke.....	1	41,776.06	3,000.00	5,612.09	1,475.00	252	14	21,403.60	1,331.44	50
Hopkinton.....	3	2,675.24	1,200.00	.....	133.60	7	20	1,167.20	1,175.21	50
Housatonic.....	3	2,942.41	1,500.00	.....	42.50	1	36	593.86	445.91	57
Hudson.....	3	1,039.77	1,800.00	50.00	375.00	19	20	2,244.20	3,608.67	38
Hyannis.....	3	2,799.21	1,200.00	.....	190.00	8	32	1,398.32	1,400.83	50
Hyde Park.....	2	19,366.31	2,700.00	2,300.00	800.00	94	56	10,598.56	8,797.75	55
Ipswich.....	3	4,438.29	1,500.00	.....	177.00	24	08	1,701.08	2,757.21	38
Lawrence.....	2	41,863.23	2,900.00	5,204.78	2,664.92	332	39	20,705.79	15,157.44	64
Lee.....	3	5,624.71	1,700.00	.....	254.00	13	04	1,907.04	3,037.67	35
Lenox.....	3	4,611.59	1,600.00	.....	197.50	28	64	1,796.14	2,815.45	39
Lexington.....	2	11,674.96	2,100.00	1,200.00	850.00	32	11	4,182.11	7,402.85	36
Lowell.....	3	3,360.89	1,300.00	.....	162.31	26	40	1,488.71	1,872.18	44
Lynn.....	1	145,205.28	3,500.00	12,717.50	3,450.78	896	78	45,201.55	100,003.71	31
Malden.....	1	77,774.75	3,200.00	10,871.00	2,890.00	679	93	42,907.18	35,107.59	55
Manchester.....	3	20,447.91	2,500.00	2,410.41	1,135.00	269	00	15,854.00	4,583.91	78
Mansfield.....	3	2,893.64	1,200.00	78.00	173.76	20	32	1,772.36	1,331.56	53
Marblehead.....	3	3,934.33	1,500.00	.....	206.16	11	20	1,717.36	2,216.97	44
Marlborough.....	3	7,740.97	1,800.00	366.30	320.00	41	04	2,527.34	5,213.63	33
Maynard.....	2	12,986.94	2,300.00	1,600.00	317.00	65	38	8,486.71	4,988.23	65
Medford.....	3	2,490.60	1,200.00	.....	200.00	7	76	1,407.76	1,082.84	57
Medford.....	2	15,396.40	2,400.00	1,379.00	190.92	16	32	1,407.24	1,142.13	55
Melrose.....	2	19,243.59	2,800.00	1,918.52	380.42	144	98	8,642.47	6,753.93	56
Melrose Highlands.....	3	2,303.23	750.00	.....	641.03	19	44	7,903.24	11,840.35	41
Merrimac.....	3	3,296.61	1,400.00	.....	232.57	8	48	769.44	1,533.79	33
Methuen.....	3	3,152.12	1,400.00	.....	120.00	1	80	1,639.05	1,697.56	50
Middleboro.....	2	12,210.99	2,100.00	1,100.00	500.00	32	40	1,536.80	1,615.32	49
Milford.....	2	11,617.98	2,300.00	1,700.00	840.00	3	80	3,732.48	8,478.51	30
Milbury.....	3	4,363.73	1,500.00	1,500.00	250.00	51	27	7,980.40	3,657.58	69
Milville.....	3	516.54	250.00	.....	30.75	20	24	1,830.24	2,443.48	44
Milton.....	3	6,989.56	1,800.00	.....	390.00	1	68	2,382.43	2,224.11	55
Monsen.....	3	3,645.22	1,400.00	.....	100.00	32	96	2,132.96	4,856.60	36
Nantucket.....	3	6,508.74	1,800.00	.....	259.75	13	96	1,514.96	2,130.26	42
Natick.....	2	11,641.94	2,300.00	1,400.00	759.16	13	65	2,973.95	4,435.79	32
Needham.....	3	1,511.04	500.00	.....	40.50	1	81	5,573.62	6,269.38	47
New Bedford.....	1	62,753.98	3,100.00	7,340.00	1,119.00	5	87	29,480.65	22,683.33	35
Newburyport.....	2	20,719.78	2,800.00	2,700.00	1,119.00	128	72	12,192.35	6,527.43	59
Newton.....	3	16,728.23	2,400.00	1,100.00	1,030.00	612	51	9,832.39	5,890.83	63
Newton Center.....	3	9,968.02	1,700.00	.....	307.50	56	56	2,904.08	7,503.96	22
Newton Highlands.....	2	4,663.77	1,500.00	.....	230.00	21	36	1,751.36	2,912.41	38
North Abington.....	2	11,977.62	2,300.00	1,400.00	69.02	6	56	4,444.92	7,652.70	36
North Adams.....	3	2,574.31	1,000.00	.....	168.02	1	00	1,165.58	1,408.73	45
Northampton.....	2	20,614.49	2,600.00	3,200.00	1,000.00	104	50	12,381.80	8,232.59	60
North Andover Depot.....	2	120.77	2,600.00	2,575.00	800.00	166	40	11,569.98	11,550.91	62
North Attleborough.....	3	1,186.55	654.89	.....	76.00	6	88	737.77	448.78	62
Northborough.....	2	9,410.53	2,000.00	1,100.00	499.30	35	21	3,624.51	5,788.02	39
North Brookfield.....	3	4,519.49	750.00	.....	85.10	8	84	3,638.94	680.95	55
North Brookfield.....	3	4,353.35	1,600.00	.....	208.62	15	52	1,824.14	2,509.21	42

Presidential, Jan. 1, 1892.

Presidential, Oct. 1, 1891.

Presidential, Apr. 1, 1892.

Presidential, Jan. 1, 1892.
Government building.

Presidential, Nov. 5, 1891.

Presidential, Oct. 1, 1891.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MASSACHUSETTS—continued.											
North Euston.....	3	\$3,244.12	\$1,300.00	.....	\$138.70	\$11.36	.....	\$1,450.06	\$1,794.06	45	
Norwood.....	3	7,099.50	1,800.00	.....	260.00	20.08	.....	2,080.08	4,029.51	30	
Orange.....	3	8,393.50	1,900.00	.....	485.00	16.08	.....	2,080.08	6,043.42	23	
Pelham.....	3	5,432.24	1,700.00	.....	253.02	21.92	.....	2,293.94	3,238.30	41	
Pembury.....	3	11,095.65	2,700.00	.....	\$249.00	23.78	.....	48,997.60	8,098.06	73	
Pittsfield.....	2	32,697.16	2,700.00	.....	1,578.80	42.51	.....	15,014.96	17,612.20	46	
Plymouth.....	2	13,564.19	2,300.00	.....	4,000.00	168.48	.....	6,577.68	6,811.07	53	
Provincetown.....	3	4,218.29	1,300.00	.....	100.00	534.42	.....	2,386.70	2,437.05	42	
Quincy.....	2	17,068.36	2,300.00	.....	270.00	10.64	.....	1,780.64	6,463.13	93	
Randolph.....	2	3,823.36	1,400.00	.....	250.59	94.25	.....	5,407.39	2,149.41	44	
Reading.....	3	6,328.03	1,700.00	.....	217.85	23.86	.....	1,673.95	4,975.56	31	
Rockland.....	3	6,386.86	1,700.00	.....	333.91	33.12	.....	1,850.47	4,975.56	31	
Rockport.....	3	2,518.43	1,200.00	.....	237.85	20.64	.....	2,204.55	4,192.81	34	
Salem.....	3	39,607.81	2,800.00	.....	129.41	5.92	.....	1,335.33	1,763.10	53	
Sandwich.....	3	2,472.04	1,200.00	.....	2,260.00	315.58	.....	22,337.55	17,170.26	57	
Shelburne Falls.....	3	4,172.24	1,200.00	.....	205.00	7.76	.....	1,412.76	1,059.38	57	
Southbridge.....	3	5,160.90	1,700.00	.....	180.00	6.00	.....	1,754.83	2,417.91	43	
South Farmington.....	3	11,120.42	2,200.00	.....	355.00	15.76	.....	2,220.78	2,940.14	43	
South Gardiner.....	3	2,362.37	1,100.00	.....	625.00	63.92	.....	1,986.09	5,653.94	50	
South Hadley Falls.....	3	2,749.82	1,100.00	.....	165.00	3.44	.....	1,268.44	1,068.88	54	
South Weymouth.....	3	4,970.10	1,600.00	.....	178.00	5.52	.....	1,263.52	1,496.30	47	
Spencer.....	3	7,386.12	1,900.00	.....	250.00	11.92	.....	1,861.92	2,408.18	44	
Springfield.....	1	131,126.61	3,400.00	.....	860.00	24.48	.....	2,864.48	6,101.84	31	
Stockbridge.....	3	3,803.88	1,400.00	.....	223.00	1,003.43	.....	43,986.18	87,140.43	34	
Stoughton.....	3	12,670.35	1,900.00	.....	860.00	10.00	.....	1,663.09	1,640.89	50	
Stoughton.....	3	4,408.25	1,600.00	.....	227.00	41.84	.....	2,301.84	10,368.51	18	
Swampscott.....	3	2,969.35	1,200.00	.....	128.93	21.60	.....	1,848.60	2,559.65	42	
Taunton.....	2	30,357.94	2,700.00	.....	128.93	32.40	.....	1,861.33	1,608.02	63	
Turners Falls.....	3	4,839.86	1,600.00	.....	2,176.00	190.13	.....	19,103.11	11,254.83	63	
Uxbridge.....	3	2,608.43	1,100.00	.....	814.45	11.76	.....	1,926.21	2,913.65	40	
Vineyard Haven.....	3	1,967.58	934.78	.....	180.00	6.04	.....	1,285.04	1,321.39	49	
Wakfield.....	3	13,239.76	2,300.00	.....	131.85	4.32	.....	1,083.31	8,783.21	55	
Walpole.....	3	9,043.51	1,400.00	.....	370.00	65.00	.....	4,456.96	1,484.65	61	
Walworth.....	3	23,132.79	2,600.00	.....	1,498.56	8.96	.....	15,839.72	7,293.07	68	
Ware.....	3	2,369.81	1,800.00	.....	810.00	21.36	.....	15,131.36	5,090.29	50	
Wareham.....	3	3,001.81	1,100.00	.....	140.00	6.92	.....	1,245.92	1,123.89	63	
Watertown.....	3	4,158.26	1,900.00	.....	245.00	11.92	.....	1,767.92	3,427.08	42	
Wetherill.....	3	7,231.89	1,900.00	.....	800.00	56.24	.....	2,216.24	11,042.92	16	
Woburn.....	3	5,049.11	1,700.00	.....	300.00	26.12	.....	2,489.12	3,746.77	37	
Woburn.....	3	5,531.14	2,000.00	.....	110.00	325.00	.....	3,204.00	3,746.05	87	
Woburn.....	3	5,531.14	2,000.00	.....	1,000.00	36.99	.....	3,434.35	5,106.79	40	

Government building.

Presidential, July 26, 1891.

Presidential, Jan. 1, 1892.

Government building.

Westfield.....	2	28,925.10	2,700.00	3,200.00	1,150.00	73.62	4,353.91	11,446.53	15,479.57	43
West Gardner.....	3	4,759.39	1,600.00	.....	282.00	8.08	.....	1,804.08	2,680.31	40
West Medford.....	3	8,626.48	1,500.00	.....	168.00	28.80	.....	1,064.80	3,151.68	35
West Newton.....	3	8,820.72	1,900.00	.....	377.76	40.80	.....	2,358.56	6,461.76	27
Weymouth.....	3	3,362.47	1,400.00	.....	250.00	17.36	.....	1,067.36	1,066.11	50
Wilmington.....	3	3,423.45	1,400.00	.....	164.35	9.36	.....	1,573.71	1,848.74	46
Wilmington.....	3	4,123.58	1,600.00	.....	282.00	21.36	.....	1,803.36	2,320.22	44
Williams-town.....	3	4,994.88	1,700.00	.....	205.00	20.56	.....	1,825.56	3,169.42	37
Winchendon.....	3	5,748.67	2,500.00	.....	254.35	17.20	.....	2,221.55	8,577.12	39
Winchester.....	2	16,591.59	2,500.00	1,525.00	800.00	66.19	8,504.12	8,397.81	7,854.28	52
Wolcott.....	2	14,425.20	2,300.00	1,000.00	1,250.00	110.73	5,075.26	9,744.99	4,000.21	68
Wollaston.....	2	1,068.15	600.00	.....	56.01	8.48	.....	664.49	1,062.66	40
Worcester.....	1	151,084.89	3,400.00	21,092.45	4,139.30	1,814.61	33,529.52	64,875.88	86,200.01	42
Total.....		4,276,925.27	280,688.67	598,284.55	96,942.88	40,592.46	860,880.72	1,877,370.08	2,899,552.19	44
MICHIGAN.										
Adrian.....	2	10,588.23	2,400.00	2,837.49	738.37	76.87	4,552.12	10,707.45	5,890.78	65
Albion.....	2	13,810.99	2,300.00	1,600.00	650.00	14.07	2,623.81	7,187.88	6,623.11	53
Allegan.....	3	6,551.40	1,700.00	200.00	388.00	5.68	.....	2,203.08	4,257.72	35
Alma.....	3	3,655.25	1,400.00	.....	219.25	3.12	.....	1,622.37	2,032.88	44
Alpena.....	3	9,236.94	2,100.00	1,400.00	510.00	.....	2,766.60	6,776.60	2,480.34	73
Ann Arbor.....	2	27,591.58	2,700.00	4,300.00	1,550.00	208.67	5,767.89	14,526.56	13,065.02	53
Ann Arbor.....	3	2,828.77	1,400.00	.....	225.00	2.24	.....	1,027.24	1,201.63	59
Battle Creek.....	2	35,390.70	2,800.00	4,000.00	1,480.00	51.50	6,370.00	14,701.50	20,689.20	42
Bay City.....	2	28,136.49	2,700.00	3,550.00	1,530.00	82.43	9,500.00	17,392.52	10,773.97	62
Bedford.....	3	4,462.46	1,400.00	.....	228.25	2.40	.....	1,628.65	2,813.81	36
Benton Harbor.....	10	9,603.73	1,900.00	425.00	360.00	10.24	.....	2,695.24	6,908.49	61
Benton Harbor.....	3	2,486.46	1,300.00	.....	227.00	1.38	.....	1,528.36	1,970.10	48
Blossener.....	3	9,628.31	2,200.00	200.00	300.00	2.64	.....	4,261.58	5,360.73	53
Big Rapids.....	3	3,935.33	1,600.00	1,400.00	650.00	11.58	.....	1,030.70	2,329.22	61
Blissfield.....	3	2,096.13	1,000.00	.....	59.70	.....	.....	1,755.27	2,230.93	43
Buchanan.....	3	4,084.49	1,500.00	.....	460.00	6.72	.....	2,706.72	4,808.46	36
Cadillac.....	3	4,981.29	1,600.00	400.00	175.00	1.76	.....	1,776.76	2,944.53	38
Calumet.....	3	3,731.21	1,500.00	.....	280.00	2.86	.....	1,742.98	1,618.35	43
Caro City.....	3	1,138.21	500.00	.....	82.50	.....	.....	583.20	1,535.01	51
Cass City.....	3	2,725.59	1,300.00	100.00	98.45	2.10	.....	1,500.01	1,222.98	55
Cassopolis.....	3	2,574.80	1,000.00	.....	136.00	1.76	.....	1,137.76	1,937.14	53
Cedar Springs.....	3	2,964.91	1,200.00	.....	225.00	1.36	.....	1,426.36	1,139.45	56
Charlevoix.....	2	8,352.32	2,100.00	.....	630.00	9.62	.....	4,036.92	4,312.40	48
Charlevoix.....	3	5,877.32	1,700.00	1,200.00	375.00	5.20	.....	2,280.20	3,597.12	39
Cherboygan.....	3	2,135.84	1,000.00	.....	160.00	.....	.....	1,160.88	1,974.96	54
Chesaning.....	3	3,039.21	1,300.00	.....	221.00	.....	.....	1,521.00	1,518.28	50
Chelsea.....	3	2,497.08	1,200.00	62.50	203.50	.....	.....	1,468.00	1,029.01	59
Clare.....	2	12,331.13	2,300.00	1,900.00	1,100.00	53.10	816.19	5,596.29	6,761.84	45
Coldwater.....	3	3,064.55	1,400.00	.....	245.00	5.52	.....	1,650.52	1,404.08	54
Constantine.....	3	2,697.63	1,200.00	76.00	190.00	3.20	.....	1,469.20	1,228.43	54
Corunna.....	3	3,762.20	1,500.00	.....	211.71	2.64	.....	1,714.35	2,847.85	46
Crystal Falls.....	3	2,436.19	1,100.00	.....	128.75	1.76	.....	1,280.51	1,205.68	41
Decatur.....	3	495,019.31	3,900.00	73,200.47	1,228.47	2,727.08	106,916.16	187,972.18	308,047.18	38

REPORT OF THE POSTMASTER-GENERAL.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MICHIGAN—continued.											
St. Clair	3	\$3,176.38	\$1,400.00	\$200.00	\$245.00	\$3.44	.....	\$1,848.44	\$1,327.94	58	
St. Ignace	3	3,009.05	1,400.00	400.00	239.16	2.00	.....	2,041.16	968.49	68	
St. Johns	3	8,298.80	1,900.00	600.00	300.00	5.84	.....	2,805.84	5,492.96	34	
St. Joseph	3	6,356.55	1,700.00	.....	335.20	8.16	.....	2,043.36	4,313.19	32	
St. Louis	3	4,200.62	1,600.00	400.00	280.00	4.40	.....	2,184.40	2,016.22	52	
Sault Ste. Marie	3	8,783.87	2,000.00	1,200.00	480.00	10.56	.....	3,870.56	5,112.31	42	
Shelby	3	2,334.92	1,100.00	.....	103.00	1.68	.....	1,204.68	1,130.24	52	
South Haven	3	3,899.53	1,400.00	.....	246.13	3.12	.....	1,649.25	2,250.28	42	
Southton	3	2,756.38	1,400.00	.....	236.14	.88	.....	1,637.02	1,119.36	59	
Sturgis	3	5,516.06	1,700.00	300.00	307.50	4.96	.....	2,312.46	3,203.54	41	
Tecumseh	3	3,479.59	1,600.00	.....	245.64	4.80	.....	1,840.44	1,639.15	33	
Three Oaks	3	8,448.08	1,900.00	.....	157.19	1.12	.....	1,953.31	6,494.77	56	
Traverse City	3	9,488.01	2,000.00	1,435.00	536.25	6.08	.....	2,441.08	6,046.93	29	
Union City	3	2,736.67	1,300.00	.....	175.00	179.58	.....	1,377.40	1,359.27	44	
Vassar	3	3,113.98	1,400.00	200.00	250.00	2.08	.....	1,852.08	1,261.90	50	
Vicksburg	3	1,987.45	1,000.00	150.00	156.00	1.20	.....	1,307.20	680.25	66	
West Bay City	3	7,643.93	2,000.00	900.00	480.00	3.84	\$3,005.98	6,300.82	1,274.13	83	
West Branch	3	2,331.43	1,100.00	.....	180.00	1.60	.....	1,281.60	1,049.83	53	
Whitehall	3	2,298.92	1,100.00	.....	180.00	1.88	.....	1,280.88	1,018.04	56	
White Pigeon	3	2,747.68	1,300.00	.....	165.00	1.12	.....	1,496.12	1,251.54	54	
Williamston	3	2,594.03	1,200.00	.....	180.80	1.12	.....	1,400.72	1,193.31	54	
Wyandotte	3	2,550.31	1,200.00	.....	200.00	4.64	.....	1,404.64	1,145.67	55	
Ypsilanti	3	12,989.77	2,300.00	1,600.00	389.99	34.83	3,714.94	8,039.76	4,950.01	62	
Total	.....	1,668,152.61	242,550.00	179,188.71	53,609.70	5,871.71	265,938.07	747,718.19	940,434.42	44	
MINNESOTA.											
Ada	3	2,432.33	1,100.00	8.22	180.00	.....	.....	1,288.22	1,140.11	53	Presidential, Apr. 1, 1892.
Adrian	3	364.17	275.00	.....	32.25	16	.....	311.41	236.76	57	Presidential, Jan. 1, 1892.
Atkin	3	1,033.40	560.00	.....	82.50	.32	.....	582.82	450.58	56	
Albert Lea	3	8,028.75	1,900.00	280.00	490.00	8.16	.....	2,618.16	5,410.59	33	
Alexandria	3	4,113.23	1,500.00	100.00	226.10	3.26	.....	1,831.46	2,281.77	45	
Anoka	3	5,175.23	1,600.00	300.00	372.50	8.96	.....	2,331.46	2,843.77	43	
Appleton	3	2,066.73	1,100.00	.....	100.00	2.24	.....	1,262.24	1,404.49	47	
Austin	3	8,710.89	1,800.00	500.00	426.00	7.52	.....	2,727.52	5,983.37	31	
Benson	3	2,679.89	1,200.00	150.00	184.00	1.20	.....	1,515.20	1,094.60	53	
Blue Earth City	3	3,245.06	1,200.00	150.00	230.75	2.08	.....	1,682.83	1,562.23	52	
Brainerd	3	7,067.41	1,000.00	613.70	457.46	10.08	.....	3,001.24	4,066.17	39	
Chatfield	3	2,410.90	1,100.00	.....	177.45	1.20	.....	1,278.65	1,132.25	53	

Presidential, Apr. 1, 1892.
Presidential, Jan. 1, 1892.

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87													

REPORT OF THE POSTMASTER-GENERAL.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MINNESOTA—continued.											
Waseca.....	3	\$4,024.84	\$1,500.00	\$150.00	\$287.50	\$4.24	.....	\$1,921.74	\$2,103.20	43	Presidential, Apr. 1, 1892.
Waterville.....	3	2,600.25	250.00	37.50	32.50	2.48	.....	1,330.48	239.77	57	
Wells.....	3	2,776.30	1,100.00	150.00	180.00	2.08	.....	1,432.08	1,344.22	52	
West Duluth.....	3	5,703.55	1,600.00	300.00	420.00	7.00	.....	2,327.60	3,375.95	41	
Willmar.....	3	4,606.00	1,500.00	200.00	278.00	5.84	.....	1,983.84	2,622.16	43	
Winneton.....	3	2,720.08	1,100.00	25.00	180.00	1.04	.....	1,286.04	1,434.04	47	
Winnipeg City.....	3	3,049.18	1,300.00	180.00	139.60	2.80	.....	1,622.40	1,426.78	53	
Winona.....	2	26,184.21	2,600.00	3,790.22	625.32	86.72	\$3,276.75	15,379.01	10,805.20	59	Government building.
Worthington.....	2	4,076.11	1,400.00	75.00	199.90	4.24	.....	1,678.14	2,396.97	41	
Zumbrota.....	3	2,834.08	1,000.00	100.00	136.00	.88	.....	1,236.88	1,597.80	44	
Total.....	.....	1,212,589.50	109,575.00	141,248.70	24,709.19	6,493.38	219,938.07	498,005.34	714,584.25	41	
MINNESOTA SUPPL.											
Aberdeen.....	3	4,209.04	1,600.00	250.00	250.00	7.44	.....	1,857.44	2,351.60	44	Do.
Biloxi.....	3	3,853.13	1,400.00	.....	249.00	29.44	.....	1,679.44	2,173.69	44	
Brookhaven.....	3	3,314.45	1,400.00	200.00	249.00	6.04	.....	1,854.04	1,460.41	56	
Canton.....	3	3,749.28	1,500.00	200.00	273.50	7.04	.....	1,980.54	1,768.74	53	Presidential Jan. 1, 1892.
Clarkdale.....	3	1,221.45	500.00	88.33	75.00	1.60	.....	634.98	586.52	52	
Columbus.....	3	7,150.39	1,900.00	500.00	400.00	14.40	.....	2,874.40	4,275.99	40	
Corinth.....	3	3,594.71	1,500.00	300.00	191.53	6.40	.....	1,966.88	1,597.78	56	
Crystal Springs.....	3	2,594.17	1,200.00	.....	135.10	1.12	.....	1,336.22	1,427.95	48	
Durant.....	3	2,014.08	1,000.00	100.00	151.95	3.04	.....	1,254.99	759.07	62	
Greenville.....	3	10,554.32	2,300.00	1,500.00	860.00	21.76	.....	4,181.76	6,372.56	40	
Greenwood.....	3	3,289.88	1,800.00	.....	197.30	2.64	.....	1,499.94	1,790.95	46	
Grand.....	3	3,014.27	1,500.00	250.00	270.00	6.14	.....	2,026.14	1,588.13	56	
Haskell.....	3	2,780.97	1,200.00	.....	178.38	2.80	.....	1,381.18	1,399.79	50	Mail bags, \$1.10
Holly Springs.....	3	3,893.92	1,500.00	350.00	260.00	4.88	.....	2,104.88	1,722.04	55	
Jackson.....	3	15,783.45	2,400.00	2,112.36	280.00	94.44	4,351.99	6,958.79	6,827.86	57	Government building.
Kennett.....	3	2,822.29	1,300.00	896.43	174.09	3.28	.....	1,876.81	6,985.53	66	
Lexington.....	3	2,072.71	1,100.00	.....	136.89	2.48	.....	1,242.47	831.24	60	
Macon.....	3	2,964.69	1,400.00	75.00	159.49	3.40	.....	1,638.59	1,316.10	55	
Meridian.....	3	16,393.36	2,400.00	1,850.00	603.85	54.94	3,276.62	8,260.41	6,123.95	60	
Naches.....	3	16,796.76	2,400.00	2,000.00	551.40	43.73	8,176.23	7,586.40	7,586.40	53	
Oakdale.....	3	2,322.18	1,200.00	100.00	136.00	1.44	.....	1,437.44	884.74	62	
Oxford.....	3	3,302.69	1,400.00	200.00	.....	3.44	.....	1,603.44	1,699.15	49	
Pase Christian.....	3	2,641.36	1,200.00	.....	197.00	15.68	.....	1,412.68	1,148.69	55	
Port Gibson.....	3	3,834.06	1,300.00	100.00	198.25	2.96	.....	1,497.25	1,636.81	45	Presidential, Oct. 1, 1891.
Starkville.....	3	1,064.03	1,400.00	100.00	116.03	2.00	.....	1,005.41	1,005.41	60	Presidential, Oct. 1, 1892.
Summit.....	3	1,730.05	750.00	50.00	98.20	1.76	.....	899.96	1,830.09	53	

										Government building.	
Tupelo.....	3	2,524.06	1,200.00	800.00	184.50	3.12	.....	1,680.62	834.44	67	67
Vicksburg.....	2	23,263.71	2,600.00	3,996.99	.....	127.53	4,918.67	11,646.18	11,622.53	50	50
Water Valley.....	2	3,770.90	1,300.00	.....	165.62	2.88	.....	1,488.50	2,282.40	39	39
Watson.....	3	3,246.70	1,400.00	150.00	177.50	2.98	.....	1,729.50	1,617.20	53	53
West Point.....	3	2,506.15	1,500.00	800.00	260.00	6.48	.....	2,068.48	1,417.67	60	60
Winona.....	3	2,892.15	1,300.00	200.00	218.15	2.56	.....	2,718.71	1,183.44	60	60
Yazoo City.....	3	5,915.04	1,700.00	246.50	348.00	8.19	.....	2,335.66	2,536.38	60	60
Total		172,785.96	49,080.00	15,844.61	6,869.33	500.22	15,722.51	87,987.67	84,798.29	51	51
MISSOURI.											
Albany.....	3	2,498.55	1,200.00	300.00	198.50	1.60	.....	1,700.10	793.45	68	68
Appleton City.....	3	2,626.27	1,200.00	100.00	138.86	3.28	.....	1,422.14	1,184.13	65	65
Ash Grove.....	3	1,231.38	500.00	75.00	67.50	5.56	.....	1,643.06	588.32	62	62
Aurora.....	3	5,177.16	1,500.00	.....	41.35	6.36	.....	1,548.71	3,630.45	30	30
Bethany.....	3	3,400.86	1,400.00	225.00	238.85	2.04	.....	1,867.85	1,533.01	64	64
Bellair.....	3	2,754.38	1,300.00	291.68	165.00	2.00	.....	1,759.22	995.16	64	64
Bonne Terre.....	3	2,443.89	1,100.00	.....	130.04	3.44	.....	1,233.48	1,210.41	50	50
Boonville.....	3	6,499.20	1,700.00	450.00	206.50	7.36	.....	2,363.86	4,135.34	38	38
Bowling Green.....	3	3,452.10	1,400.00	175.00	245.00	4.64	.....	1,824.64	1,627.48	53	53
Brookfield.....	3	6,217.79	1,800.00	25.00	340.00	6.24	.....	2,171.24	4,046.55	35	35
Brunswick.....	3	2,854.51	1,300.00	200.00	220.00	2.48	.....	1,722.48	1,112.93	61	61
Butler.....	3	6,043.36	1,700.00	250.00	360.20	9.76	.....	2,325.96	3,717.40	38	38
Camden.....	3	2,854.56	1,300.00	189.96	110.53	3.12	.....	1,613.61	1,240.95	57	57
California.....	3	5,072.10	1,700.00	150.00	355.00	5.12	.....	2,210.12	2,861.98	44	44
Canton.....	3	3,488.80	1,400.00	90.00	163.25	3.60	.....	1,656.85	1,831.95	34	34
Cape Girardeau.....	3	5,431.16	1,600.00	.....	244.16	4.80	.....	1,848.96	3,584.20	37	37
Carrollton.....	3	6,388.44	1,700.00	250.00	356.50	9.92	.....	2,316.42	4,072.02	36	36
Cartersville.....	3	577.36	250.00	.....	250.00	8.80	.....	250.80	326.56	43	43
Carthage.....	3	14,921.42	2,400.00	2,000.16	310.00	125.66	2,824.52	7,540.34	7,381.08	50	50
Centralia.....	2	2,740.57	1,100.00	125.00	160.98	2.24	.....	1,397.22	1,343.35	51	51
Charleston.....	3	2,924.53	1,200.00	145.00	145.00	1.60	.....	1,246.60	1,677.93	43	43
Chillicothe.....	2	12,197.06	2,000.00	1,392.31	462.55	24.40	.....	4,079.35	8,117.71	33	33
Clarksville.....	2	2,300.86	1,200.00	200.00	200.00	1.68	.....	1,451.68	849.18	63	63
Clinton.....	2	9,183.00	2,000.00	1,000.00	480.67	24.04	.....	3,594.71	6,658.29	38	38
Columbia.....	2	11,484.81	2,200.00	1,400.00	640.48	6.80	.....	4,247.28	7,237.53	37	37
Columbia.....	2	4,115.75	1,500.00	100.00	228.00	6.96	.....	1,824.66	2,280.79	45	45
De Soto.....	3	2,607.39	1,200.00	80.00	194.50	1.60	.....	1,320.38	1,161.29	57	57
Edina.....	3	2,318.52	1,000.00	179.16	140.00	3.12	.....	1,319.62	1,043.28	55	55
El Dorado Springs.....	3	2,589.12	1,300.00	150.00	148.50	3.84	.....	1,399.84	1,180.28	54	54
Excelsior Springs.....	3	4,407.05	1,500.00	76.00	275.00	3.28	.....	1,854.28	2,612.77	41	41
Fayette.....	3	5,883.26	1,700.00	100.00	219.68	4.56	.....	2,154.24	3,733.12	37	37
Fulton.....	3	5,294.63	1,400.00	250.00	212.50	3.26	.....	1,863.66	1,528.77	55	55
Gallatin.....	3	2,739.62	1,200.00	.....	263.50	2.64	.....	1,458.14	1,283.48	51	51
Glasgow.....	3	2,808.10	1,300.00	99.00	150.77	2.24	.....	1,552.01	1,246.69	51	51
Hamilton.....	3	21,461.43	2,500.00	2,706.00	.....	73.36	7,043.49	12,324.56	9,138.91	57	57
Hannibal.....	3	4,254.67	1,500.00	250.00	228.00	6.56	.....	1,094.56	2,250.11	47	47
Harrisonville.....	3	2,308.97	1,100.00	128.85	106.50	1.84	.....	1,236.19	972.73	38	38
Hermann.....	3	3,856.92	1,400.00	175.00	251.25	3.52	.....	1,826.29	2,030.63	47	47
Higginsville.....	3	.....	200.00	.....	42.10	.....	.....	1,645.62	2,368.20	44	44
Holden.....	3	4,233.82	1,600.00	.....	.....	.....	.....	.....	.....	.....	.....

Presidential, Apr. 1, 1892.
Mail bags, 25 cents.

Government building.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
MISSOURI—continued.											
Hopkins.....	3	\$461.61	\$250.00	\$50.00	\$20.00	\$0.08	.....	\$230.08	\$131.53	72	Presidential, Apr. 1, 1892.
Huntsville.....	3	3,087.92	1,200.00	150.00	189.71	3.04	.....	1,512.75	1,575.17	49	
Independence.....	3	6,896.63	2,000.00	948.46	365.58	20.80	.....	3,365.84	5,030.79	40	
Jackson.....	3	6,169.41	500.00	100.00	42.00	0.08	.....	7,642.08	3,117.33	67	Presidential, Jan. 1, 1892.
Jefferson City.....	2	15,051.61	2,400.00	2,000.00	.....	22.40	\$3,517.82	7,838.72	7,111.89	53	Government building.
Joplin.....	3	13,621.73	2,300.00	2,000.00	1,716.48	32.10	481.90	4,890.48	8,731.25	36	
Kanoka.....	3	2,608.38	1,100.00	150.00	180.00	1.20	.....	1,431.20	1,177.18	56	Do.
Kansas City.....	1	460,915.78	4,000.00	79,883.58	3,454.19	2,538.25	83,218.25	173,135.37	287,780.51	38	
Kirkville.....	3	7,017.25	1,800.00	241.58	335.00	6.80	.....	2,409.38	4,613.87	34	
Kirkwood.....	3	4,789.60	1,400.00	.....	153.82	7.00	.....	2,562.04	3,231.78	33	
Lana.....	3	5,615.29	1,700.00	500.00	855.00	7.04	.....	2,662.04	3,053.25	46	
La Plata.....	3	2,115.61	1,000.00	.....	135.60	1.04	.....	1,136.64	978.97	54	
Lebanon.....	3	4,279.74	1,500.00	500.00	266.20	5.45	.....	2,271.65	2,008.09	53	
Lee's Summit.....	3	2,347.16	1,100.00	.....	176.19	2.24	.....	1,278.43	1,068.73	54	
Lexington.....	3	7,025.57	1,800.00	200.00	380.00	10.72	.....	2,390.72	4,634.85	34	
Liberty.....	3	4,351.29	1,500.00	200.00	277.50	6.16	.....	1,883.66	2,367.63	46	
Louisiana.....	2	15,003.84	2,800.00	1,300.00	440.00	8.96	.....	4,048.96	10,954.88	27	
Macon City.....	3	6,903.02	1,800.00	700.00	410.00	9.04	.....	2,919.04	3,983.98	43	
Marceline.....	3	2,778.25	1,200.00	75.00	122.75	1.76	.....	1,390.51	1,378.74	50	
Marshall.....	3	8,204.03	1,900.00	453.42	460.00	8.40	.....	2,826.82	5,377.21	34	
Maryville.....	3	7,505.70	1,900.00	200.00	360.00	8.56	.....	2,468.56	5,037.14	33	
Memphis.....	3	3,566.91	1,300.00	150.00	224.87	4.48	.....	1,875.35	1,691.56	47	
Mexico.....	2	9,549.24	2,000.00	1,000.00	460.00	16.56	.....	3,476.56	6,072.68	36	
Milan.....	2	2,347.07	1,100.00	200.00	180.00	4.40	.....	1,480.40	866.67	63	
Moberly.....	3	9,004.51	2,200.00	1,400.00	500.00	15.16	2,881.23	6,996.38	2,608.13	73	
Monett.....	3	2,720.71	1,200.00	224.45	165.31	4.16	.....	1,593.92	1,126.79	59	
Monroe City.....	3	3,309.60	1,400.00	200.00	67.20	2.64	.....	1,699.84	1,639.85	50	
Montgomery City.....	3	3,708.78	1,400.00	150.00	150.75	2.08	.....	1,702.83	2,005.95	46	
Mount City.....	3	2,566.46	1,100.00	.....	180.00	1.36	.....	1,281.36	1,285.10	50	
Mountain Grove.....	3	1,049.63	500.00	.....	41.25	.....	.....	541.25	507.27	52	Presidential, Jan. 1, 1892.
Mount Vernon.....	3	2,588.53	1,000.00	130.16	79.50	1.36	.....	1,210.02	1,378.51	47	
Nesho.....	3	4,942.91	1,500.00	200.00	213.08	5.63	225.59	2,143.16	2,395.75	49	
Nevada.....	3	10,542.08	2,200.00	1,400.00	637.10	.....	3,144.80	7,381.40	3,181.49	70	
Norborne.....	3	1,478.67	679.35	88.84	91.90	40	.....	1,184.89	561.78	58	
Ottawa.....	3	2,583.77	1,100.00	.....	83.27	1.68	.....	1,184.08	1,397.82	50	
Oswego.....	3	1,093.00	500.00	.....	97.50	.....	.....	1,576.08	457.84	56	
Panama.....	3	2,292.04	1,800.00	75.00	237.00	4.24	.....	1,606.24	1,625.80	50	Presidential, Oct. 27, 1891.
Pampa.....	3	2,226.11	1,800.00	125.00	172.70	2.72	.....	1,601.43	1,625.60	50	
Pierce City.....	3	4,797.40	1,600.00	800.00	800.00	4.56	.....	2,136.56	2,660.84	45	
Plattsburg.....	3	2,021.02	1,400.00	187.60	235.75	2.66	.....	1,766.81	1,265.71	56	Presidential, Jan. 1, 1892.
Pleasant Hill.....	3	3,621.06	1,400.00	160.00	280.00	6.59	.....	1,786.59	1,835.46	49	

Poplar Bluff	4,800.69	1,600.00	177.44	3.89	1,081.12	3,128.57	25
Princeton	2,844.83	300.00	185.00	1.30	1,569.30	775.63	67
Rich Hill	6,554.66	250.00	321.86	4.90	2,176.16	3,378.50	39
Richmond	4,248.99	162.50	224.50	5.28	1,892.28	2,356.71	45
Rockport	1,344.62	625.00	120.00	1.68	771.68	572.94	57
Rolla	3,178.11	2,000.00	180.00	1.92	1,754.92	1,421.19	55
St. Charles	7,368.53	900.51	360.00	15.71	3,285.23	4,083.31	45
St. Joseph	129,106.15	16,031.88	355.43	3,400.00	36,702.07	92,404.08	39
St. Louis	1,228,317.08	6,000.00	225,894.67	5,064.81	434,099.81	859,247.28	33
Salisbury	3,604.39	150.00	246.25	4.16	1,900.41	1,803.98	50
Savannah	2,458.35	1,200.00	185.00	2.64	1,207.64	1,020.71	53
Sedalia	24,908.82	2,700.00	3,812.50	231.79	7,418.62	10,171.73	57
Seneca	492.00	250.00	40.00	24	815.24	176.85	64
Shelbina	3,112.35	1,200.00	180.00	2.88	1,807.88	1,594.47	52
Slater	3,699.69	1,400.00	170.00	2.64	1,572.64	2,127.05	43
Springfield	38,284.35	2,800.00	1,051.96	105.04	17,403.41	18,880.94	48
Stanley	5,171.15	1,600.00	297.00	2.48	2,049.48	3,121.67	42
St. Louis	2,876.31	1,100.00	152.01	3.22	1,255.22	1,719.02	46
Sweet Springs	3,974.26	1,500.00	280.75	3.22	1,558.07	1,818.24	42
Tarkenton	6,291.12	1,700.00	350.00	7.44	2,598.94	3,892.18	38
Trenton	2,581.31	1,200.00	150.00	1.79	1,092.89	1,071.36	58
Troy	3,308.39	1,200.00	183.00	2.84	1,506.84	1,742.55	47
Unionville	1,654.75	1,825.00	187.50	1.26	1,141.95	513.07	69
Versailles	8,080.03	1,900.00	60.00	11.04	2,321.04	5,758.99	29
Warrensburg	2,180.53	1,300.00	193.00	4.32	1,737.43	1,453.10	54
Washington	6,889.13	1,700.00	332.50	10.24	2,267.74	4,101.39	36
Webb City	2,715.47	1,100.00	136.77	2.40	1,238.67	1,476.80	46
Weber Groves	2,210.64	1,100.00	121.74	4.40	1,224.14	986.50	55
Wellsville	3,304.66	1,000.00	135.20	5.10	1,155.20	1,149.46	50
Willow Springs	3,700.65	1,500.00	264.18	5.10	2,219.28	1,541.37	59
West Plains	2,890.66	1,300.00	99.00	4.64	1,568.64	1,387.03	52
Windsor	3,473,640.68	1,682,279.35	30,482.96	8,546.50	394,822.50	1,506,725.75	39
Total							
MONTANA.							
Anaconda	8,811.34	2,200.00	700.00	5.20	4,505.20	4,306.14	51
Billings	4,810.05	1,700.00	300.22	1.92	2,402.14	2,407.91	50
Boulder Valley	2,269.05	1,100.00	180.00	1.92	1,580.00	689.05	70
Bozeman	6,746.04	1,800.00	345.36	1.12	2,745.11	4,000.93	41
Butte City	36,962.21	2,900.00	1,287.10	46.40	15,797.77	21,164.44	43
Castle	912.59	550.00	92.50	1.60	642.50	270.09	70
Deer Lodge City	4,734.20	1,600.00	313.50	1.60	1,915.10	2,819.10	40
Dillon	4,598.64	1,600.00	334.85	3.12	2,287.87	2,360.67	49
Fort Benton	3,312.96	1,200.00	189.50	3.12	1,489.50	1,823.46	45
Gardiner	1,835.60	910.33	145.65	1.76	1,055.98	879.62	55
Glendive	4,518.85	1,500.00	272.50	1.76	1,774.26	2,744.59	39
Great Falls	12,918.98	1,918.75	580.00	191.92	3,468.73	9,450.27	27
Helena	47,372.70	8,100.00	7,714.84	35.53	20,728.93	26,643.27	44
Livingston	7,870.06	1,900.00	310.00	3.60	2,713.00	5,156.46	34
Marysville	2,144.72	1,100.00	182.00	1.16	1,382.16	782.56	64

Presidential, Nov. 16, 1892.

Government building.
Do.

Do.

Presidential, Apr. 1, 1892.

Mail bags, 25 cents.

Mail bags, 41. Oct. 1, 1891; mail
Presidential, 30 cents.

Mail bags, \$1.10.

Presidential, Jan. 1, 1892.

Delinquent, July 1, to Aug. 18, 1891.

Delinquent, Oct. 1 to Nov. 30, 1891.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
MONTANA—continued.											
Miles City	3	\$4,883.44	\$1,600.00	\$500.00	\$313.50	\$1.84	.....	\$2,415.34	\$2,468.10	49	
Missoula	2	12,016.61	2,200.00	1,600.00	332.66	33.19	.....	4,165.85	8,750.66	32	
Phillipsburg	3	4,684.66	1,500.00	.....	277.50	3.44	.....	1,780.94	2,903.72	39	
Red Lodge	3	1,728.67	861.41	.....	50.00	.....	.....	911.41	817.26	53	
Walker ville	3	473.35	250.00	.....	.....	.....	.....	250.00	223.85	53	
White Sulphur Springs	3	3,174.79	1,400.00	.....	245.00	.06	.....	1,645.08	1,529.71	52	
Total		177,679.42	32,860.49	21,279.05	8,731.84	330.88	\$12,372.80	75,605.06	102,074.36	43	
NEBRASKA.											
Albion	3	2,361.58	1,100.00	150.00	180.00	0.32	.....	1,430.35	931.23	61	
Allamore	3	3,030.28	1,200.00	250.00	225.00	2.80	.....	1,777.80	1,252.48	59	
Allamore	3	3,151.15	1,400.00	119.99	225.00	2.40	.....	1,747.39	1,403.76	55	
Alma	3	2,184.71	1,100.00	150.00	180.00	2.00	.....	1,432.00	752.71	66	
Artesian	3	2,228.18	1,000.00	.....	151.00	.48	.....	1,151.48	1,076.70	52	
Ashland	3	3,484.73	1,400.00	.....	224.00	2.16	.....	1,026.16	1,868.57	47	
Atkinson	3	2,179.63	1,100.00	125.00	180.00	1.16	.....	1,405.16	1,774.47	64	
Auburn	3	2,779.74	1,200.00	50.00	206.00	4.06	.....	1,460.06	1,319.66	53	
Aurora	3	4,934.37	1,600.00	200.00	285.04	4.72	.....	2,089.76	2,844.61	43	
Beatrice	3	17,107.84	2,500.00	2,600.00	647.59	28.45	5,678.96	11,455.00	6,652.84	67	
Beatrice	6	5,672.23	1,200.00	200.00	255.00	6.12	.....	2,231.12	3,441.11	40	
Beatrice	3	1,766.87	1,100.00	400.00	139.82	3.88	.....	1,240.70	520.17	70	
Blue Springs	3	4,424.71	1,600.00	.....	300.00	3.32	.....	2,303.96	2,120.75	52	
Broken Bow	3	2,824.58	1,000.00	150.00	153.70	4.32	.....	1,157.02	1,667.56	50	
Cambridge	3	4,372.58	1,600.00	.....	335.00	4.32	.....	2,089.32	2,283.26	48	
Central City	3	4,764.96	1,600.00	.....	335.00	2.80	.....	1,918.75	2,846.21	40	
Chadron	3	6,077.51	1,700.00	250.00	355.00	15.72	.....	2,220.04	3,757.47	38	
Columbia	3	2,836.05	1,200.00	100.00	200.00	1.92	.....	1,866.97	1,008.08	61	
Crawford	3	2,836.05	1,200.00	325.00	200.00	4.32	.....	2,146.32	7,532.68	38	
Creighton	3	5,712.00	1,700.00	150.00	285.00	3.92	.....	2,033.92	2,252.79	47	
Creston	3	4,316.71	1,600.00	150.00	300.00	1.25	.....	1,151.25	1,077.09	52	
De Witt	3	2,338.87	1,000.00	.....	100.00	.64	.....	1,864.54	707.36	69	
Edgar	3	2,371.90	1,200.00	175.00	188.00	4.80	.....	2,487.30	5,899.59	30	
Fairbury	3	8,386.89	1,900.00	262.50	420.00	1.04	.....	1,401.04	1,806.68	52	
Fairfield	3	2,707.72	1,200.00	.....	165.00	1.36	.....	1,816.36	1,162.11	57	
Farmington	3	2,678.47	1,200.00	150.00	165.00	7.12	.....	2,030.92	2,954.78	41	
Falls City	3	4,985.70	1,600.00	.....	273.80	8.78	.....	8,339.43	7,832.27	53	
Fremont	2	16,771.70	2,900.00	2,000.00	1,180.00	1.52	8,305.05	1,396.52	1,453.62	49	
Friend	3	2,850.14	1,200.00	.....	116.00	.....	.....	1,614.20	1,161.10	50	
Fullerton	3	3,225.30	1,400.00	.....	214.20	3.84	.....	1,919.84	2,020.46	49	
Geneva	3	3,940.30	1,500.00	150.00	206.00	.....	.....	.....	.....	.....

Mall bags, \$1.

Delinquent, July 1 to Aug. 21, 1891.
Presidential, Apr. 1, 1892.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEVADA.											
Carson City.....	3	\$6,760.45	\$1,800.00	\$700.00	.....	\$6.16	.....	\$2,506.16	\$4,254.29	37	Government building.
Elko.....	3	2,162.44	1,100.00	243.00	\$179.00	.24	.....	1,522.24	640.20	70	
Eureka.....	3	2,678.13	1,200.00	1,000.00	210.00	7.28	.....	2,417.28	260.85	90	
Beno.....	2	8,519.76	2,000.00	1,400.00	292.50	9.04	.....	3,701.54	4,818.22	43	
Virginia City.....	2	8,060.47	2,000.00	1,000.00	462.45	7.36	.....	4,068.81	3,991.66	50	
Winnemucca.....	3	2,205.85	1,000.00	150.00	154.83	1.36	.....	1,308.29	997.56	59	
Total.....		30,417.10	9,100.00	5,093.00	1,300.88	31.44	.....	15,525.32	14,891.78	51	
NEW HAMPSHIRE.											
Andover.....	3	2,898.90	1,100.00	140.00	.....	2.96	.....	1,242.96	1,655.94	43	
Ashland.....	3	2,358.58	1,100.00	.....	115.00	2.58	.....	1,217.58	1,141.02	52	
Berlin Falls.....	3	3,817.83	1,200.00	100.00	140.47	4.40	.....	1,444.96	1,902.87	43	
Bristol.....	3	2,368.23	1,100.00	316.76	165.00	3.92	.....	1,565.68	1,792.55	67	
Claremont.....	3	7,908.71	1,900.00	150.00	432.28	16.64	.....	2,498.87	5,309.84	32	
Colebrook.....	3	1,083.31	500.00	.....	59.76	1.92	.....	531.67	531.64	52	
Concord.....	2	38,028.76	2,800.00	4,500.00	.....	108.68	\$7,849.67	15,348.53	23,080.23	40	Presidential Jan. 1, 1892.
Derry Depot.....	2	1,431.98	750.00	.....	116.00	4.08	.....	870.08	571.93	53	Government building, Oct., 1891.
Dover.....	2	1,312.26	2,400.00	470.00	360.00	.....	5,240.72	10,610.72	8,671.13	74	
Exeter.....	3	3,765.26	1,900.00	.....	360.00	33.12	.....	7,763.12	6,022.14	31	
Farmington.....	3	3,969.49	1,400.00	.....	246.25	9.66	.....	1,455.69	1,942.56	46	
Franklin Falls.....	3	4,815.19	1,900.00	.....	247.00	12.48	.....	1,859.48	2,955.77	39	
Gorham.....	3	2,538.23	1,100.00	100.00	180.00	6.12	.....	1,883.12	1,154.20	53	
Great Falls.....	3	5,082.80	1,600.00	150.00	300.00	18.00	.....	2,068.00	2,014.80	40	
Haver.....	3	5,284.49	1,600.00	.....	290.89	12.76	30.22	1,940.87	3,343.53	37	
Hillsboro Bridge.....	3	2,861.26	1,200.00	150.00	177.64	5.60	.....	1,533.24	1,328.02	54	
Hinsdale.....	3	2,929.54	1,200.00	.....	177.64	6.04	.....	1,806.04	1,123.50	45	
Keene.....	2	14,909.11	2,400.00	1,799.01	950.00	492.93	3,233.24	8,965.18	5,943.93	60	
Lacosta.....	3	9,172.65	2,000.00	1,000.00	390.00	20.13	.....	3,490.12	5,682.53	38	
Lakeport.....	3	3,660.71	1,500.00	75.00	239.82	7.48	.....	1,811.80	1,848.91	49	
Lancaster.....	3	6,225.98	1,700.00	.....	289.00	12.56	.....	1,992.56	3,366.22	37	
Lebanon.....	3	6,225.98	1,700.00	300.00	180.00	13.13	.....	2,172.12	4,053.77	35	
Littleton.....	3	5,679.56	1,700.00	250.00	265.00	9.92	.....	1,292.80	3,449.88	60	
Manchester.....	3	49,328.95	3,000.00	7,013.00	.....	332.64	14,624.57	24,960.31	24,860.38	51	
Meredith.....	1	3,180.39	1,100.00	.....	74.25	3.53	.....	1,177.77	1,002.62	54	
Milford.....	3	5,100.23	1,600.00	150.00	150.00	10.32	.....	1,766.33	3,333.90	35	
Nashua.....	3	27,698.54	2,700.00	3,412.00	1,400.00	650.31	7,260.66	15,428.99	12,169.55	56	
New Market.....	3	2,844.21	1,200.00	.....	1,192.81	5.28	.....	1,896.19	1,448.02	49	
Newport.....	3	3,025.43	1,500.00	400.00	228.45	5.04	.....	2,131.09	1,496.74	59	

		Do.		Mail bags, 25 cents.		Excess \$700.33.		Government building.	
3	3,149.73	1,300.00	179.45	6.16	1,485.61	1,664.11	47		
3	3,381.68	1,500.00	221.25	6.48	1,727.78	2,153.96	45		
3	2,928.30	1,300.00	221.25	5.52	1,647.43	1,280.87	56		
3	5,506.19	1,500.00	282.50	10.96	1,798.46	3,712.78	83		
2	30,371.48	2,500.00	2,977.87	132.86	5,256.99	9,505.07	53		
2	7,288.21	1,800.00	210.00	23.28	2,433.28	4,854.88	33		
3	2,388.03	1,100.00	180.00	8.17	1,388.17	1,100.86	54		
3	4,300.66	1,500.00	202.00	9.92	1,881.93	2,408.74	43		
3	2,442.63	1,100.00	180.00	3.28	1,283.28	1,159.35	53		
3	2,268.31	1,100.00	115.00	3.82	1,319.97	1,048.34	53		
3	3,123.79	1,400.00	311.00	7.93	1,818.92	1,303.87	53		
Total		93,650.00	26,647.84	2,123.04	43,506.99	146,108.79	43		
NEW JERSEY.									
3	8,504.79	1,600.00	232.98	8.59	1,991.53	6,513.27	22		
3	17,904.91	2,500.00	600.00	136.98	9,494.35	8,410.56	53		
2	31,650.25	2,700.00	1,100.00	447.89	16,437.62	15,222.63	52		
3	11,060.66	2,300.00	1,460.00	58.88	11,821.49	10,359.19	107		
3	9,711.97	1,400.00	131.19	8.00	1,536.19	1,662.47	45		
2	12,454.85	2,300.00	140.00	10.24	1,450.24	1,364.03	53		
3	5,898.29	1,500.00	470.00	522.73	4,431.76	3,022.39	36		
3	5,840.89	1,700.00	166.28	14.83	1,681.16	2,687.13	38		
2	4,228.35	1,400.00	246.25	19.84	2,327.84	3,013.02	44		
2	14,824.80	2,400.00	700.00	83.29	1,658.01	2,671.84	39		
2	3,353.68	2,000.00	700.00	11.76	8,401.22	6,433.28	54		
2	69,984.68	3,100.00	366.00	37.76	3,702.76	3,633.92	40		
3	6,268.51	1,700.00	211.20	45.52	39,332.17	30,632.41	66		
3	2,943.13	1,100.00	135.00	2.48	2,156.72	4,103.79	34		
3	3,416.28	1,800.00	194.11	2.64	1,237.48	1,106.65	53		
3	7,197.28	1,900.00	345.00	18.24	1,596.75	1,819.53	47		
2	39,634.01	2,800.00	999.45	185.36	2,863.24	4,834.04	33		
1	47,564.59	3,900.00	999.45	185.36	15,008.40	24,625.61	38		
1	38,428.76	1,900.00	1,177.04	325.19	24,558.05	23,006.54	52		
3	4,786.00	1,600.00	218.44	37.00	2,156.04	86,272.73	06		
3	8,419.60	1,900.00	336.00	8.16	2,144.16	2,641.84	45		
3	2,217.92	1,000.00	310.00	22.96	2,632.96	5,786.64	31		
3	3,410.39	1,200.00	212.00	4.72	1,175.07	1,042.85	53		
3	4,098.18	1,400.00	119.00	42.80	1,466.72	1,943.87	43		
3	16,649.50	2,500.00	497.79	29.28	1,561.80	2,536.88	38		
2	8,870.37	1,600.00	252.00	13.12	7,212.29	9,437.21	43		
3	4,026.53	1,400.00	251.25	11.52	2,116.12	2,765.25	43		
3	3,296.38	1,400.00	205.00	6.48	1,662.77	2,363.76	41		
3	4,164.07	1,500.00	150.00	6.48	1,611.48	1,674.90	49		
3	33,068.74	2,700.00	150.00	6.48	1,656.48	2,507.59	40		
3	170,837.69	3,500.00	1,200.00	347.79	20,999.10	12,059.64	64		
1	4,084.27	1,500.00	250.00	1,002.47	80,780.62	80,357.07	53		
3	10,771.51	2,000.00	227.40	13.20	1,783.20	2,831.07	43		
2	5,495.63	1,700.00	255.00	15.20	3,380.07	7,411.44	31		
3	8,832.41	2,000.00	500.00	217.76	2,170.20	3,325.43	39		
3					3,717.76	5,114.65	43		

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW JERSEY—cont'd.											
Long Branch City	3	\$3,712.36	\$1,400.00		\$246.25	\$15.68		\$1,661.93	\$2,050.43	45	
Madison	3	6,844.50	1,800.00		222.48	20.96		2,013.44	4,831.15	30	
Manasquan	3	2,242.04	1,000.00		180.00	4.64		1,161.64	1,077.40	52	
Matawan	3	3,283.50	1,200.00		125.00	6.60		1,373.85	1,907.65	63	
Merchantville	3	2,107.92	1,200.00		125.00	7.60		1,322.60	775.32	63	
Metuchen	3	1,297.52	550.00		90.00	4.48		644.48	653.04	51	
Millington	3	2,404.48	1,200.00		63.11	8.80		1,263.91	1,140.57	53	
Millville	3	6,638.06	1,800.00	\$200.00	406.50	20.56	\$2,028.98	4,435.14	2,183.92	67	
Monclair	3	26,580.41	2,600.00	2,400.00	800.00	84.88	5,582.92	11,407.87	15,121.54	43	
Moretown	3	4,284.61	1,600.00		194.87	7.20		1,802.07	2,482.54	42	
Morristown	2	30,792.26	2,600.00	2,600.00	725.00	134.36	4,211.31	10,570.67	20,521.59	33	
Mount Holly	3	7,148.52	1,800.00		334.23	27.92		2,162.15	4,987.37	30	
Newark	1	251,928.59	3,600.00	32,710.03	900.00	1,591.24	89,568.97	127,470.24	124,458.35	51	Presidential, Jan. 1 1892.
New Brunswick	2	31,655.39	2,800.00	2,700.00	152.80	12.24	6,594.57	13,137.37	18,518.02	40	
Newton	2	10,985.58	2,200.00	1,383.34	560.00	12.24		4,155.58	6,830.00	38	
Ocean Grove	3	7,604.92	1,900.00	716.83	410.00	50.40		3,077.03	4,527.89	40	
Orange	2	28,432.66	2,600.00	2,500.00	1,697.68	162.17	7,487.43	14,447.26	13,985.40	51	
Orange Valley	3	4,156.13	1,500.00		244.00	7.76		1,761.76	2,407.37	42	
Passaic	2	25,997.22	2,500.00	2,400.00	678.00	95.45	5,000.85	10,764.30	15,232.92	41	
Paterson	1	56,208.89	3,100.00	7,745.35	1,624.00	282.20	19,968.48	32,720.03	23,488.86	58	
Perth Amboy	2	10,162.82	2,200.00	1,300.00	530.00	28.24		4,058.24	6,104.58	40	
Phillipsburg	2	5,990.21	1,700.00	400.00	249.99	26.16		2,376.15	3,614.06	40	
Plainfield	2	25,314.74	2,600.00	3,100.00	1,500.00	142.70	7,957.28	15,300.72	10,014.02	60	
Princeton	2	11,416.64	2,300.00	1,500.00	700.00	81.16	3,430.84	8,012.00	3,404.64	70	
Rahway	2	10,459.32	2,100.00	1,200.00	359.90	47.02		3,706.92	6,752.40	35	
Red Bank	3	1,965.15	1,000.00		160.00	6.00		1,166.00	829.15	58	
Ridgewood	2	9,198.56	2,000.00	1,200.00	445.00	24.80		3,669.80	5,528.76	40	
Roselle	3	2,843.91	1,000.00		148.00	4.00		1,362.00	4,438.99	23	
Rutherford	2	23,987.00	1,200.00	1,700.00	105.40	9.52		1,114.92	1,728.90	39	
Salmon	3	6,812.83	1,800.00		380.00	20.38		4,890.38	19,108.63	20	
Somerville	3	3,277.10	1,400.00		111.54	22.56		2,347.72	4,465.11	34	
South Amboy	3	7,268.00	1,400.00		138.77	8.40		2,634.10	4,751.90	35	
South Orange	3	4,698.48	1,600.00		209.11	96.00		1,845.11	2,853.37	37	
Summit	3	6,868.01	1,700.00		270.07	87.04		2,216.10	4,141.91	35	
Toms River	3	2,982.03	1,800.00	198.00	172.42	3.98		1,476.10	1,505.93	49	
Trenton	1	96,070.60	3,800.00	11,896.00	440.78	531.67	24,620.71	40,883.56	55,717.22	63	
Vineland	2	11,412.17	2,200.00	1,500.00	270.43	25.36	3,361.83	7,539.47	4,265.70	64	
Washington	2	21,021.26	2,600.00	1,900.00	276.43	22.48		4,576.43	17,047.83	31	
Weehawken	3	6,293.14	1,600.00		210.54	52.48		1,402.82	4,810.32	30	
Westfield	2	6,576.29	2,200.00	1,000.00	311.92	170.52		3,711.04	5,865.24	30	

Do.

West Hoboken.....	3	4,782.90	1,600.00	300.00	292.50	20.08	.....	2,212.58	2,670.33	46
Woodbridge.....	2	2,009.34	1,100.00	.....	176.90	9.20	.....	1,288.50	1,410.84	47
Woodbury.....	3	8,504.89	2,100.00	1,300.00	250.00	17.84	.....	8,607.81	4,837.05	43
Woodtown.....	3	2,200.52	1,200.00	.....	150.78	4.08	.....	1,354.86	903.68	60
Total.....		1,438,276.73	153,650.00	144,615.69	32,605.46	8,073.06	331,447.27	670,591.48	765,685.25	47
NEW MEXICO.										
Albuquerque.....	2	15,651.62	2,200.00	1,758.24	879.95	27.76	882.86	5,848.81	9,802.81	87
Deming.....	2	3,255.19	1,400.00	.....	247.25	1.25	.....	1,648.50	1,604.60	61
East Las Vegas.....	3	5,800.12	1,700.00	100.00	358.00	4.24	.....	2,162.24	3,637.88	87
El Paso.....	3	1,828.32	1,300.00	.....	54.00	.....	.....	354.00	1,487.92	19
Las Vegas.....	3	3,890.02	1,500.00	350.00	290.00	1.24	.....	2,447.74	1,681.70	50
Raton.....	3	2,792.98	1,400.00	.....	210.25	1.52	.....	1,650.77	2,142.21	44
Santa Fe.....	3	6,824.86	1,800.00	719.00	46.00	7.52	.....	2,626.52	4,208.34	89
Silver City.....	3	4,924.41	1,600.00	400.00	322.50	2.80	.....	2,325.30	2,969.11	47
Socorro.....	3	3,454.68	1,300.00	.....	228.00	1.04	.....	1,525.04	1,925.64	44
Total.....		49,460.21	13,400.00	3,327.24	2,688.95	50.37	882.86	20,349.42	29,119.79	41
NEW YORK.										
Adams.....	3	3,530.18	1,400.00	150.00	252.50	3.72	.....	1,806.22	1,723.96	51
Addison.....	3	4,258.13	1,500.00	200.00	282.00	5.36	.....	1,987.36	2,270.77	47
Albany.....	3	201,706.19	3,500.00	86,787.83	200.00	2,527.37	42,283.23	85,298.42	119,407.77	42
Albion.....	3	7,652.22	1,900.00	500.00	260.00	12.40	.....	2,672.40	4,979.82	35
Alexandria Bay.....	3	2,639.86	1,100.00	150.00	180.00	8.96	.....	1,438.96	1,200.90	55
Alfred Center.....	3	2,871.98	1,300.00	.....	139.24	1.28	.....	1,440.52	1,431.48	50
Allegheny.....	3	2,581.35	1,200.00	.....	133.50	4.40	.....	1,337.90	1,225.45	53
Amityville.....	3	2,355.67	1,007.34	.....	133.50	4.72	.....	1,145.56	1,190.11	49
Anastadram.....	2	21,736.39	2,600.00	2,875.00	1,428.59	60.28	5,859.75	12,832.02	8,903.77	59
Antwerp.....	3	2,542.74	1,100.00	.....	172.00	1.48	.....	1,272.48	1,270.26	50
Attica.....	3	3,988.44	1,600.00	175.00	279.85	6.48	.....	2,061.33	1,927.11	52
Auburn.....	2	37,703.58	2,900.00	6,300.00	152.88	152.88	13,960.88	23,313.76	14,389.82	62
Avon.....	3	3,137.19	1,300.00	200.00	192.43	3.78	.....	1,686.21	1,450.96	54
Babylon.....	3	4,335.13	1,500.00	150.00	272.50	12.00	.....	1,784.50	2,550.63	41
Bainbridge.....	3	3,057.59	1,300.00	.....	200.22	1.60	.....	1,631.82	1,405.77	54
Baldwinsville.....	3	5,516.32	1,700.00	300.00	400.00	8.32	.....	2,308.32	3,208.00	43
Baldwin Spa.....	3	7,327.71	1,900.00	300.00	360.00	22.16	.....	2,582.16	4,745.55	35
Batavia.....	2	15,807.54	2,400.00	2,000.00	1,100.00	46.72	4,187.82	9,734.54	6,163.00	61
Bath.....	2	11,575.74	2,100.00	1,375.00	500.00	1.97	.....	3,976.97	7,598.77	34
Bay Shore.....	3	3,805.85	1,500.00	.....	270.00	16.00	.....	1,786.00	2,019.85	47
Belmont.....	3	2,437.76	1,100.00	.....	180.00	3.76	.....	1,283.76	1,154.00	63
Binghamton.....	1	72,960.22	3,200.00	10,792.00	.....	225.18	14,508.08	28,724.68	44,234.96	39
Bolivar.....	3	2,292.38	1,200.00	.....	140.00	1.68	.....	1,241.68	960.70	56
Bostonville.....	3	3,856.66	1,500.00	243.00	227.00	5.20	.....	1,975.20	1,881.46	61
Brewster.....	3	5,992.59	1,800.00	200.00	260.00	6.60	.....	2,265.60	3,726.99	38
Brighton.....	2	2,836.64	1,500.00	.....	124.13	1.44	.....	1,625.57	1,214.07	57
Brooklyn.....	3	10,798.65	2,100.00	1,200.00	430.00	13.60	.....	3,743.60	7,053.05	35
Brooklyn.....	1	883,262.19	6,000.00	152,119.49	22,617.93	10,157.90	404,090.65	591,985.97	288,276.23	67

Government building; mail bags, \$48.

Government building.

Presidential, Aug. 1, 1891.

Government building.
Mail bags, 10 cents.

Government building.

Government building; mail bags, \$48.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Buffalo	1	\$566,139.60	\$5,000.00	\$75,831.69	\$1,292.18	\$3,867.75	\$130,797.06	\$206,786.28	\$359,350.32	37	Government building.
Cambridge	3	4,831.05	1,700.00	100.00	248.34	6.92	.....	1,964.26	2,876.79	40	
Camden	3	4,618.90	1,600.00	250.00	330.00	5.20	.....	2,035.50	2,583.70	44	
Canajoharie	3	6,925.17	2,700.00	1,900.00	300.00	24.48	.....	2,274.48	4,654.69	33	Do.
Canandaigua	3	11,712.43	3,000.00	250.00	.....	8.49	3,018.08	7,226.56	4,485.86	62	
Canastota	3	4,879.98	1,600.00	250.00	300.00	7.12	.....	2,157.12	2,822.86	43	
Canisteo	3	3,081.38	1,400.00	150.00	250.00	2.80	.....	1,802.80	1,278.58	59	
Canton	3	5,793.08	1,700.00	250.00	258.00	2.40	.....	2,217.20	3,575.88	38	
Cape Vincent	3	2,695.98	1,100.00	.....	178.00	2.40	.....	1,290.40	1,415.58	47	
Carthage	3	5,196.17	1,700.00	500.00	330.00	5.20	.....	2,535.20	2,660.97	49	
Castile	3	2,896.00	1,200.00	.....	182.50	8.04	.....	1,385.54	1,510.46	48	
Cattkill	3	10,704.54	2,200.00	1,300.00	400.00	23.80	.....	8,923.30	6,781.34	37	
Cazenovia	3	5,061.24	1,600.00	200.00	251.89	9.28	.....	2,061.17	3,000.07	41	
Chateaugay	3	2,203.00	1,000.00	.....	150.00	1.60	.....	1,151.60	1,051.40	52	
Chatham	3	4,793.68	1,600.00	400.00	835.00	17.28	.....	2,352.28	2,381.38	50	
City Island	3	5,681.65	1,700.00	.....	339.50	4.72	.....	2,044.22	3,637.43	36	
Clayton	3	3,026.66	1,400.00	.....	250.00	5.52	.....	1,655.52	1,371.14	53	
Clifton Springs	3	5,629.40	1,700.00	200.00	850.00	7.44	.....	2,057.44	3,571.96	37	
Clinton	3	5,306.48	1,600.00	200.00	184.35	8.06	.....	1,997.31	3,309.17	38	
Clyde	3	8,668.53	2,000.00	1,000.00	326.89	287.28	.....	3,594.17	5,074.36	41	
Cobleskill	3	4,762.05	1,500.00	180.00	262.50	4.96	.....	1,877.46	2,884.59	41	
Cohoes	3	14,031.06	2,400.00	2,060.00	1,001.05	40.82	8,398.73	6,402.40	7,629.56	46	
Cold Spring	3	2,538.26	1,200.00	.....	177.74	6.40	.....	1,394.14	1,154.22	55	
College Point	3	4,145.59	1,500.00	.....	207.50	19.28	.....	1,428.78	2,715.81	34	
Cooperstown	3	7,564.74	1,600.00	800.00	407.00	12.96	.....	2,572.96	4,991.78	34	
Corning	3	15,012.04	2,300.00	1,400.00	975.00	63.19	4,276.89	9,015.08	5,996.96	40	
Cornwall-on-the-Hudson	3	2,640.59	1,100.00	.....	115.00	18.56	.....	1,233.56	1,407.03	47	
Cortland	3	21,451.46	2,800.00	2,900.00	1,250.00	41.20	5,539.11	12,830.31	9,121.15	57	Presidential, Jan. 1, 1892.
Cobscott	3	3,312.66	1,400.00	25.00	68.96	.....	.....	693.96	618.76	54	
Coxsackie	3	2,432.57	1,400.00	200.00	239.80	6.56	.....	1,845.46	1,588.11	54	
Cuba	3	4,688.28	1,600.00	250.00	280.00	7.28	.....	2,097.28	2,590.95	50	
Danville	3	11,324.99	2,100.00	1,200.00	441.25	16.68	.....	8,736.93	2,588.06	33	
Delhi	3	4,874.38	1,600.00	800.00	400.00	6.92	.....	2,206.92	2,684.46	50	
Deposit	3	5,817.04	1,600.00	900.00	260.37	4.96	.....	2,064.96	3,752.11	54	
Deeds Ferry	3	2,784.66	1,600.00	.....	147.00	27.28	.....	1,074.28	1,710.38	44	
Dundee	3	3,141.13	1,800.00	.....	186.40	1.84	.....	1,497.34	1,643.79	47	
Dunkirk	3	17,017.09	2,400.00	1,600.00	560.49	46.67	3,641.18	8,246.84	8,768.25	49	Do.
East Aurora	3	1,022.31	500.00	200.00	81.00	2.83	.....	683.82	440.19	37	
Ellenville	3	6,260.80	1,700.00	200.00	208.00	7.36	.....	2,215.36	4,045.44	35	
Killbuckville	3	2,251.52	1,000.00	.....	100.00	3.12	.....	1,161.12	1,090.40	52	

Almira.....	62,454.80	3,100.00	9,300.00	2,400.00	287.58	14,080.31	29,167.89	33,280.01	47
Albany.....	6,111.91	1,700.00	99.86	312.09	4.08	.....	2,116.03	1,003.83	25
Albany Post.....	4,082.12	1,400.00	80.00	327.50	37.04	.....	1,744.58	2,683.58	40
Albany Post Office.....	2,445.50	1,200.00	.....	182.80	3.28	.....	1,389.03	1,056.42	57
Albany Post Office.....	5,324.97	1,700.00	243.00	285.00	11.52	.....	2,351.52	3,074.67	42
Albany Post Office.....	21,698.75	2,300.00	2,050.00	331.15	32.16	.....	2,313.31	4,383.66	35
Albany Post Office.....	18,054.56	2,400.00	1,400.00	373.50	10.43	.....	4,801.45	16,907.80	22
Albany Post Office.....	3,052.78	1,300.00	200.00	280.75	73.65	4,372.80	8,619.45	9,435.11	48
Albany Post Office.....	4,739.33	1,600.00	.....	192.72	6.16	.....	1,786.91	1,315.87	57
Albany Post Office.....	9,661.36	2,300.00	1,200.00	600.00	19.44	.....	1,809.36	2,920.97	38
Albany Post Office.....	2,780.34	1,000.00	.....	176.10	4.72	.....	3,819.44	5,841.93	53
Albany Post Office.....	3,400.30	1,400.00	.....	141.46	2.40	.....	1,543.86	1,856.44	45
Albany Post Office.....	10,462.54	2,100.00	1,300.00	500.00	18.55	.....	3,913.55	6,546.99	37
Albany Post Office.....	3,269.02	1,300.00	33.33	225.75	3.28	.....	1,563.36	1,705.66	48
Albany Post Office.....	9,870.03	2,000.00	.....	335.00	17.52	.....	2,385.52	7,484.51	24
Albany Post Office.....	3,036.94	1,200.00	.....	200.00	2.80	.....	1,402.80	1,634.14	43
Albany Post Office.....	5,416.15	1,700.00	800.00	308.00	8.32	.....	2,316.32	3,098.83	46
Albany Post Office.....	39,856.88	2,900.00	3,500.00	738.55	77.89	4,136.54	11,352.98	28,503.90	28
Albany Post Office.....	3,123.97	1,400.00	.....	200.54	0.68	.....	1,610.22	1,519.75	51
Albany Post Office.....	15,058.82	2,400.00	1,900.00	1,000.00	52.45	4,172.15	9,524.30	5,534.52	63
Albany Post Office.....	19,367.01	2,500.00	2,070.15	320.00	88.43	5,042.40	11,020.66	8,345.03	57
Albany Post Office.....	8,551.76	1,900.00	500.00	360.00	24.00	.....	2,784.00	5,767.76	33
Albany Post Office.....	7,421.57	1,800.00	450.00	235.00	6.96	.....	1,397.21	4,920.61	34
Albany Post Office.....	2,594.36	1,200.00	.....	183.45	3.76	.....	1,387.21	1,207.15	53
Albany Post Office.....	3,695.77	1,500.00	.....	255.80	3.92	.....	1,759.72	1,938.05	48
Albany Post Office.....	8,345.58	1,400.00	172.50	195.75	2.64	.....	1,770.80	1,574.99	53
Albany Post Office.....	4,635.67	1,600.00	150.00	263.86	11.60	.....	2,024.06	2,630.71	43
Albany Post Office.....	3,978.58	1,500.00	.....	250.00	7.28	.....	1,757.28	2,221.30	44
Albany Post Office.....	5,112.67	1,600.00	.....	201.28	2.64	.....	1,903.82	3,368.75	35
Albany Post Office.....	2,283.98	1,100.00	137.50	163.00	5.12	.....	1,404.62	879.37	63
Albany Post Office.....	5,790.83	1,700.00	.....	294.24	5.92	.....	2,000.16	3,790.67	35
Albany Post Office.....	3,345.44	1,400.00	250.00	145.25	2.72	.....	1,798.97	1,546.47	54
Albany Post Office.....	2,736.35	1,300.00	200.00	145.00	3.04	.....	1,648.04	1,088.31	60
Albany Post Office.....	2,978.66	1,400.00	80.00	183.59	4.72	.....	1,473.31	1,595.24	49
Albany Post Office.....	4,377.07	1,600.00	200.00	335.00	10.72	.....	2,145.72	2,251.35	48
Albany Post Office.....	5,583.91	1,800.00	100.00	278.00	18.80	.....	2,187.80	2,663.80	37
Albany Post Office.....	2,723.00	1,200.00	80.00	197.00	18.54	.....	2,089.54	9,104.81	21
Albany Post Office.....	4,325.04	1,600.00	200.00	335.00	2.72	.....	1,478.72	1,243.28	54
Albany Post Office.....	2,325.44	1,000.00	.....	144.52	1.12	.....	2,140.84	2,184.20	50
Albany Post Office.....	11,321.74	2,300.00	1,600.00	484.49	28.00	277.05	4,697.54	6,624.20	41
Albany Post Office.....	17,349.44	2,400.00	2,000.00	1,200.00	49.00	5,251.95	10,901.55	6,447.69	63
Albany Post Office.....	3,015.64	1,400.00	200.00	111.06	3.36	.....	1,714.43	1,301.22	57
Albany Post Office.....	15,603.15	2,400.00	2,000.00	1,140.00	61.00	4,077.29	9,678.29	5,924.96	63
Albany Post Office.....	6,916.18	1,800.00	233.15	360.00	5.76	.....	2,038.91	3,877.37	34
Albany Post Office.....	6,834.74	1,800.00	100.00	360.00	11.76	.....	2,271.76	4,562.98	33
Albany Post Office.....	2,697.87	1,200.00	.....	165.03	17.12	.....	1,383.15	1,499.74	49
Albany Post Office.....	30,896.50	2,700.00	4,232.14	1,810.65	128.65	8,088.00	16,910.04	13,926.46	55
Albany Post Office.....	10,974.47	1,800.00	350.00	360.00	28.08	.....	2,538.08	8,436.39	23
Albany Post Office.....	37,297.13	2,800.00	3,812.09	1,600.00	147.93	8,399.67	16,719.69	20,537.44	45

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1898.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clark hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Johnstown	2	\$11,947.55	\$2,300.00	\$1,200.00	\$708.40	\$0.64	\$3,279.57	\$7,988.61	\$4,558.94	62	
Jordan	3	1,991.59	1,000.00	.....	155.00	6.32	.....	1,161.32	830.27	58	
Katonia	3	1,899.26	1,000.00	.....	149.12	8.68	.....	1,152.80	746.46	61	
Katonsville	3	3,690.71	1,500.00	250.00	270.00	3.20	.....	2,023.90	1,597.81	56	
Kingsville	2	13,752.93	2,300.00	1,700.00	835.00	148.42	.....	4,983.43	8,769.51	36	
Le Roy	2	9,700.29	2,000.00	1,100.00	290.00	179.40	.....	3,819.40	5,200.89	42	
Liberty	3	2,796.10	1,200.00	.....	122.00	6.24	.....	1,286.24	1,497.86	43	
Lima	3	2,206.99	1,100.00	.....	121.20	2.24	3,506.44	1,236.44	879.55	56	
Little Falls	2	14,916.99	2,400.00	1,825.00	854.00	97.17	.....	8,682.61	6,234.38	58	
Livonia Station	2	22,172.41	1,000.00	130.00	131.63	1.82	6,875.81	14,737.04	9,904.86	59	
Lockport	2	24,641.89	2,700.00	3,800.00	1,164.40	146.83	11,834.48	17,433.68	2,787.89	56	
Long Island City	2	20,231.57	2,500.00	2,700.00	360.00	99.20	.....	3,693.80	3,408.06	43	
Lowville	3	6,001.86	1,800.00	425.00	358.00	10.80	.....	3,614.64	8,780.40	35	
Lyons	2	10,395.04	2,100.00	1,000.00	600.00	11.95	.....	3,761.95	5,917.15	39	
Malone	2	9,679.10	2,000.00	1,100.00	600.00	23.60	.....	2,071.10	3,484.38	37	
Mamaroneck	3	6,535.48	1,100.00	175.00	347.50	2.40	.....	1,448.80	935.09	60	
Marathon	3	2,403.88	1,500.00	200.00	288.00	13.12	.....	1,081.12	1,887.35	50	
Matteawan	3	8,094.45	1,200.00	.....	194.00	4.08	.....	1,402.08	1,692.37	46	
Mechanicville	3	4,245.85	1,500.00	175.00	250.00	6.80	.....	1,031.80	2,314.05	46	
Mechanicville	2	8,475.97	2,000.00	1,000.00	400.00	10.88	.....	3,410.88	5,065.09	40	
Melina	3	3,020.43	1,400.00	200.00	250.00	4.00	.....	1,854.00	1,166.43	61	
Mexico	3	2,809.76	1,200.00	141.48	202.11	1.20	5,304.53	1,544.79	1,264.97	55	
Middleburg	3	19,536.40	2,500.00	2,500.00	1,400.00	73.08	.....	11,778.19	7,768.21	60	
Middletown	2	8,619.81	1,400.00	250.00	220.00	2.96	.....	1,872.80	1,746.85	52	
Milerton	3	2,729.72	1,100.00	20.72	180.00	8.16	.....	1,304.88	1,424.84	48	
Mohawk	3	3,681.13	1,300.00	225.00	208.00	4.64	.....	1,741.64	1,939.48	57	
Monticello	3	3,364.03	1,400.00	.....	145.60	2.16	.....	1,647.76	1,816.27	46	
Moravia	3	14,989.78	2,600.00	1,350.00	483.09	6.76	.....	4,002.45	10,387.28	31	
Mount Kisco	3	2,272.08	1,100.00	.....	165.00	6.40	.....	1,270.76	1,001.32	47	
Mount Morris	3	4,798.64	1,600.00	300.00	335.00	.....	.....	2,241.40	2,557.24	47	
Mount Vernon	3	87,526.82	2,800.00	2,647.01	918.24	125.88	4,877.69	11,168.92	26,358.00	30	
Naples	3	2,502.86	1,300.00	400.00	192.00	1.20	.....	4,045.35	8,584.85	32	
Newark	2	12,670.20	2,100.00	1,600.00	375.00	10.72	8,875.33	7,918.05	10,202.21	33	
New Brighton	2	24,118.28	2,600.00	1,200.00	650.00	90.35	.....	18,530.79	19,348.19	49	
Newburg	3	37,878.98	2,800.00	4,500.00	1,790.00	150.24	9,380.45	1,449.74	1,874.68	48	
New Paltz	3	3,024.87	1,800.00	.....	148.78	68	.....	4,417.90	8,360.68	35	
New Rochelle	2	12,778.58	2,300.00	1,367.63	650.00	100.87	.....	2,607.18	4,264,304.36	38	
New York	1	6,771,782.53	8,000.00	1,263,650.25	98,747.40	57,070.80	1,101,126.82	7,823.04	6,086.01	5.7	Government building.
Niagara Falls	2	13,016.61	2,800.00	1,600.00	747.40	43.88	2,832.32	2,607.97	9,028.62	30	
Northport	3	13,160.99	2,300.00	800.00	108.25	2.72	.....	8,200.97	.....	30	

North Tarrytown.....	2	117.91	1,100.00	1,400.00	123.92	13.28	1,927.27	878.64	58
Norwich.....	2	11,175.40	2,300.00	1,400.00	753.25	12.08	7,990.19	3,587.24	68
Norwood.....	2	2,102.31	1,200.00	350.00	165.00	2.53	1,717.32	1,684.99	71
Nunda.....	2	2,957.07	2,000.00	199.99	151.00	1.92	1,953.51	1,884.43	53
Oriskany.....	2	2,552.07	2,000.00	1,100.00	480.00	43.44	3,632.44	5,928.63	38
Orleansburg.....	2	16,767.12	2,500.00	2,000.00	1,000.00	53.28	10,702.34	5,064.88	68
Olean.....	2	16,856.67	2,500.00	2,000.00	1,000.00	51.45	9,740.37	7,116.60	58
Oleana.....	2	12,472.63	2,300.00	1,500.00	775.00	17.28	3,882.10	4,498.25	64
Oneonta.....	2	13,554.70	2,300.00	1,650.00	750.00	1.10	3,670.70	5,182.96	62
Owego.....	2	10,826.82	2,100.00	1,400.00	865.00	71.40	3,504.19	2,905.73	74
Ovid.....	2	1,072.17	500.00	4,300.00	69.99	92.72	570.55	5,501.62	53
Owego.....	2	26,737.43	2,700.00	4,300.00	174.00	3.28	15,611.64	11,125.79	58
Oxford.....	2	4,281.90	1,900.00	1,400.00	123.71	8.72	1,817.28	2,464.62	43
Oyster Bay.....	3	2,494.84	1,000.00	800.00	335.00	11.68	1,132.43	1,962.41	45
Palmira.....	3	6,757.33	1,900.00	800.00	210.00	29.12	2,546.68	6,210.65	29
Patchogue.....	3	7,025.58	1,900.00	1,000.00	160.00	4.08	2,039.12	4,986.46	29
Pawling.....	3	2,481.14	1,100.00	1,500.00	400.00	57.80	1,264.08	1,217.06	51
Peekskill.....	2	13,428.22	2,300.00	1,500.00	650.00	14.08	8,615.60	4,812.62	64
Penn Yan.....	2	12,436.68	2,300.00	1,500.00	450.00	14.08	4,264.98	8,171.70	34
Perry.....	3	3,701.56	1,500.00	200.00	231.89	2.96	1,789.44	1,966.71	47
Phelps.....	3	3,177.85	1,400.00	200.00	195.60	3.84	1,789.44	1,966.71	47
Philmont.....	3	2,233.92	1,300.00	128.13	200.00	3.04	1,131.17	1,102.75	51
Phoenix.....	3	2,445.58	1,200.00	200.00	200.00	3.04	1,403.60	1,041.88	51
Plattsburg.....	2	13,034.23	2,300.00	1,700.00	160.00	39.12	7,455.58	5,578.65	57
Port Byron.....	2	2,543.47	1,100.00	1,060.65	660.82	5.84	1,260.00	1,283.47	50
Port Chester.....	2	10,836.75	2,300.00	1,500.00	169.00	8.12	4,060.59	6,776.16	44
Port Henry.....	2	4,163.29	1,500.00	150.00	195.01	3.12	1,824.84	2,338.45	87
Port Jefferson.....	2	2,753.16	1,200.00	1,000.00	195.01	8.12	1,398.13	1,355.03	51
Port Jervis.....	2	11,477.77	2,200.00	1,300.00	1,000.00	8.88	7,753.63	8,724.14	68
Port Richmond.....	2	8,660.42	2,200.00	900.00	243.32	21.92	3,365.24	7,516.95	31
Potadon.....	2	10,852.19	2,200.00	1,075.00	440.83	40.30	3,658.13	5,004.29	42
Poughkeepsie.....	1	52,000.47	3,100.00	7,524.56	210.00	216.00	18,500.38	33,500.08	36
Pulaski.....	3	3,119.72	1,400.00	100.00	200.00	5.80	1,715.60	1,404.12	54
Randolph.....	3	3,117.37	1,400.00	150.00	200.00	7.92	1,732.80	1,364.57	52
Rhinebeck.....	3	3,436.91	1,500.00	100.00	175.00	7.92	1,732.80	1,364.57	52
Rhinecliff.....	3	5,284.39	1,600.00	300.00	280.00	14.64	2,194.64	3,089.75	42
Richfield Springs.....	3	5,284.39	1,600.00	300.00	280.00	14.64	2,194.64	3,089.75	42
Riverhead.....	3	345,488.78	3,800.00	43,026.76	270.00	17.23	1,837.28	3,847.30	35
Rochester.....	1	2,291.75	637.50	300.00	139.45	6.45	118,572.39	224,916.39	35
Rockville Center.....	2	21,612.65	2,600.00	3,000.00	818.75	6.74	1,063.43	1,208.32	47
Rome.....	2	14,018.57	2,300.00	1,600.00	600.00	68.98	14,069.27	7,532.36	66
Roseton.....	2	3,225.79	964.87	153.76	28.76	2.64	4,568.98	9,449.39	33
Rouses Point.....	2	2,807.09	1,100.00	200.00	175.00	2.64	1,477.64	2,180.60	64
Rye.....	2	4,074.06	1,500.00	200.00	375.00	11.36	1,746.88	2,327.18	43
Sag Harbor.....	3	6,368.43	1,700.00	300.00	158.70	11.36	2,286.86	4,112.07	36
St. Johnsville.....	3	2,490.99	1,100.00	400.00	271.00	10.40	1,262.38	1,198.62	51
Salamanca.....	3	5,684.34	1,700.00	100.00	198.00	6.76	2,381.40	3,802.94	42
Salem.....	3	3,226.36	1,400.00	100.00	300.00	6.96	1,708.76	1,625.53	61
Sandy Hill.....	3	4,517.93	1,600.00	100.00	252.25	3.44	1,904.96	2,610.30	42
Saranac Lake.....	3	4,188.71	1,400.00	100.00	252.25	3.44	1,755.69	2,433.92	42
Saratoga Springs.....	2	37,503.37	2,800.00	4,249.07	1,719.10	220.16	15,554.37	21,949.00	41
Saugerties.....	2	7,120.63	1,800.00	500.00	427.50	13.44	2,740.94	4,379.74	38

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NEW YORK—continued.											
Saville	3	\$2,599.24	\$1,100.00	\$3,000.00	\$180.00	\$9.28	.....	\$1,239.28	\$1,308.96	50	
Schenectady	2	25,596.74	2,600.00	.....	1,277.46	108.79	\$7,094.22	13,970.51	11,596.23	55	
Schoharie	2	2,150.99	1,100.00	.....	173.46	2.88	.....	1,276.34	1,874.65	59	
Schuylersville	3	2,298.26	1,100.00	.....	150.00	2.16	.....	1,252.16	1,046.10	54	
Seneca Falls	2	13,218.28	2,300.00	1,700.00	600.00	2.08	3,476.58	8,079.26	5,139.23	61	
Sherburne	3	2,764.89	1,200.00	.....	139.50	1.76	.....	1,341.26	1,423.63	40	
Sherman	3	2,517.59	1,200.00	.....	200.00	1.53	.....	1,401.53	1,116.06	56	
Sidney	3	3,257.16	1,300.00	112.50	204.25	1.68	.....	1,618.43	1,738.73	48	
Silver Creek	2	7,347.78	1,800.00	200.00	137.60	5.44	3,894.50	2,143.04	5,190.72	30	
Sing Sing	3	12,297.75	2,300.00	1,500.00	750.00	42.58	.....	8,487.08	3,810.69	69	
Skaneateles	3	3,741.47	1,500.00	.....	230.00	9.84	.....	1,704.48	2,038.99	46	
Southampton	3	4,125.70	1,500.00	200.00	220.00	9.84	.....	1,729.84	2,395.86	42	
Springville	3	4,420.51	1,900.00	100.00	216.00	4.58	.....	2,002.48	2,418.03	45	
Stamford	3	2,758.67	1,200.00	1,000.00	.....	.....	.....	1,620.58	1,138.11	59	
Stapleton	2	17,105.71	2,300.00	2,200.00	360.00	33.20	.....	3,593.20	2,015.25	27	
Suspension Bridge	3	5,840.85	1,600.00	2,200.00	.....	15.60	.....	3,513.60	2,025.25	43	Government building.
Swanton	2	8,030.41	1,600.00	26,353.27	.....	67.12	42,334.05	73,553.87	120,853.05	38	Do.
Ticonderoga	2	4,858.45	1,900.00	35.71	225.52	7.12	.....	1,866.84	6,063.87	33	
Tompkinsville	2	8,586.73	1,700.00	200.00	296.60	16.24	.....	1,942.83	2,915.62	40	
Tonawanda	2	13,625.94	2,400.00	1,703.24	500.00	42.07	.....	2,212.84	6,375.89	26	
Troy	1	112,418.28	3,300.00	19,633.38	4,550.00	1,846.35	33,576.27	62,257.90	51,160.38	55	
Trumansburg	3	2,764.53	1,300.00	.....	152.50	2.48	.....	1,454.98	1,308.85	53	
Unionville	3	2,020.11	1,400.00	.....	176.85	1.92	.....	1,578.77	1,441.84	52	
Union Springs	1	94,831.37	3,300.00	13,140.98	140.44	823.65	19,977.83	36,742.46	58,088.91	39	Do.
Utica	3	2,202.23	1,000.00	.....	180.25	1.28	.....	1,131.53	1,070.70	51	
Valer	3	8,058.06	1,800.00	.....	178.12	6.48	.....	1,484.60	1,573.46	49	
Watford	3	5,081.43	1,600.00	200.00	243.85	2.32	.....	2,053.32	3,028.11	40	
Watkinson Falls	3	4,070.13	1,400.00	.....	231.00	6.64	.....	1,650.49	2,419.64	41	
Warsaw	3	7,750.41	1,900.00	300.00	352.00	7.08	.....	2,559.68	5,190.73	33	
Waterville	3	4,092.15	1,500.00	125.00	242.58	6.00	.....	1,873.56	2,218.59	46	
Watford	3	7,073.50	1,900.00	112.50	285.00	11.28	.....	2,208.78	4,704.72	38	
Waterville	3	7,030.88	1,900.00	100.00	410.00	14.08	.....	2,424.24	4,606.80	34	
Watertown	2	82,637.18	2,800.00	3,991.79	1,091.72	191.11	8,941.08	17,015.87	15,521.51	52	Do.
Waterville	2	4,446.12	1,800.00	.....	286.85	4.00	.....	1,890.85	2,554.27	43	
Watkins	3	6,377.97	1,700.00	243.00	235.00	19.92	.....	2,217.92	4,090.06	35	
Watkins	3	10,499.68	2,200.00	1,100.00	600.00	11.16	3,317.12	6,228.36	4,271.40	59	
Waverly	3	3,568.04	1,500.00	800.00	299.98	5.28	.....	2,105.26	1,467.73	59	
Woodsport	3	7,568.73	1,900.00	4,000.00	490.00	9.60	.....	6,399.60	1,239.12	82	
Wellsville	3	4,704.16	1,800.00	.....	293.24	20.18	.....	2,113.40	2,590.76	45	

Westfield.....	3	5,430.57	1,600.00	200.00	287.27	17.92	3,507.75	2,105.19	3,324.38	39
West New Brighton.....	2	20,880.67	2,500.00	1,850.00	840.00	15.30	.....	8,713.03	12,177.64	42
West Point.....	3	3,487.72	1,400.00	100.00	178.98	14.80	.....	1,684.78	1,742.84	40
West Troy.....	3	8,139.59	2,000.00	700.00	269.16	31.72	4,840.51	7,841.39	848.50	90
Whitehall.....	3	5,648.11	1,700.00	.....	205.00	12.16	.....	1,917.16	3,730.95	34
White Plains.....	3	11,800.66	1,900.00	.....	390.00	46.64	.....	2,806.64	9,404.02	80
Whitestone.....	3	2,991.88	1,200.00	.....	154.50	9.12	.....	1,463.62	1,528.26	49
Whitney's Point.....	3	1,946.45	1,000.00	800.00	118.00	2.56	.....	1,420.56	1,528.89	73
Wilton.....	3	3,208.59	1,300.00	.....	176.46	2.00	.....	1,478.46	1,730.13	46
Yonkers.....	2	47,775.32	2,800.00	8,800.00	1,682.50	203.36	11,664.34	20,130.10	27,643.22	42
Total.....		11,244,871.28	472,609.51	1,847,434.44	189,806.59	6,538.27	2,158,377.74	4,754,781.55	6,590,089.73	42
NORTH CAROLINA.										
Asheville.....	2	22,275.83	2,500.00	3,104.61	474.53	69.35	5,255.26	11,422.75	15,833.06	51
Burlington.....	3	2,847.07	1,100.00	90.00	131.20	4.26	.....	1,345.46	1,501.61	47
Chapel Hill.....	3	1,362.19	550.00	73.00	24.10	1.92	.....	1,651.02	9,648.22	54
Charlotte.....	2	21,137.13	2,600.00	3,000.00	.....	66.35	5,216.96	11,468.91	1,965.07	50
Concord.....	3	3,963.23	1,500.00	187.50	272.50	8.16	.....	6,597.86	4,738.82	58
Durham.....	2	11,336.68	2,200.00	1,500.00	500.00	7.29	2,360.57	1,614.95	1,019.80	61
Edenton.....	3	2,654.75	1,300.00	150.00	161.19	3.76	.....	1,700.64	2,030.21	46
Elizabeth City.....	3	3,790.85	1,400.00	100.00	60.64	15.36	.....	2,545.74	4,140.70	38
Fayetteville.....	3	6,688.44	1,800.00	398.80	331.48	23.84	.....	3,255.34	2,870.71	53
Goldsboro.....	3	6,106.05	1,800.00	1,000.00	411.50	23.84	.....	6,723.17	6,124.87	52
Greensboro.....	2	12,854.04	2,300.00	2,400.00	.....	54.58	1,074.59	643.38	157.10	54
Henderson.....	3	1,200.48	500.00	100.00	41.30	2.08	.....	2,161.60	2,135.41	50
Hickory.....	3	4,297.01	1,000.00	250.00	300.00	11.60	.....	1,803.84	1,779.77	50
High Point.....	3	3,583.61	1,400.00	150.00	250.00	3.84	.....	1,797.01	1,677.90	52
Kinston.....	3	3,474.91	1,400.00	150.00	243.65	3.36	.....	1,545.12	1,377.62	53
Lexington.....	3	2,922.74	1,200.00	150.00	190.40	4.72	.....	1,327.07	840.66	61
Monroe.....	3	2,176.73	1,000.00	125.00	106.25	8.12	.....	1,508.97	929.46	59
Morganton.....	3	2,438.43	1,100.00	300.00	148.00	2.72	.....	1,415.79	667.45	53
Mount Airy.....	3	2,419.26	1,000.00	162.50	300.00	5.29	.....	700.02	6,596.58	22
Mount Olive.....	3	3,376.47	1,550.00	100.00	57.50	1.52	.....	12,655.72	14,701.37	47
Newbern.....	3	8,434.84	1,100.00	400.00	300.00	38.26	5,262.57	2,275.68	2,400.58	50
Oxford.....	3	4,594.44	1,600.00	300.00	255.00	10.72	.....	607.55	418.24	59
Raleigh.....	2	27,389.36	4,612.36	4,000.00	272.00	123.06	.....	1,336.08	1,658.87	45
Reidsville.....	3	4,516.26	1,500.00	400.00	71.50	3.68	.....	1,488.44	2,561.61	37
Rockingham.....	3	1,025.89	500.00	38.33	71.50	2.72	.....	2,972.32	3,221.80	48
Rocky Mount.....	3	2,994.85	1,200.00	200.00	130.00	6.08	.....	2,474.41	3,214.83	43
Salem.....	3	4,060.05	1,900.00	83.32	200.00	5.12	.....	1,898.23	2,622.95	43
Salisbury.....	3	6,194.12	1,800.00	800.00	380.00	12.32	.....	1,569.67	774.58	67
Shelby.....	3	2,344.23	1,100.00	300.00	165.00	4.67	.....	2,474.41	3,214.83	43
Statesville.....	3	5,680.24	1,700.00	500.00	266.25	8.16	.....	1,910.08	1,972.34	49
Tarboro'gh.....	3	4,519.17	1,500.00	200.00	181.65	14.57	.....	15,184.03	16,558.45	48
Washington.....	3	3,888.42	1,500.00	200.00	298.88	7.20	.....	1,953.39	2,518.30	44
Wilmington.....	2	31,832.48	4,900.00	4,920.65	.....	84.60	7,388.78	6,823.38	14,059.40	53
Wilson.....	3	4,469.69	1,600.00	90.00	249.23	14.16	.....	2,070.41	192,378.80	48
Winston.....	2	20,832.78	2,400.00	1,999.45	350.00	8.52	.....	.....	.....	.....
Total.....		251,759.82	53,000.00	29,138.62	6,972.06	711.60	29,558.74	119,381.02	.....	48

Government building.
Mail bags, 10 cents.
Presidential, Jan. 1, 1892.
Government building.

Do.
Presidential, Jan. 1, 1892.
Mail bags, 10 cents.

Mail bags, 25 cents.
Presidential, Jan. 1, 1892.
Mail bags, 25 cents.

Government building.
Presidential, Jan. 1, 1892.

Mail bags, 75 cents.
Government building.
Mail bags, 25 cents.
Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
NORTH DAKOTA.											
Bismarck.....	3	\$5,888.77	\$1,800.00	\$900.00	\$420.00	\$3.68	.....	\$3,123.03	\$2,743.09	53	
Cassation.....	3	3,551.08	1,300.00	.....	238.00	1.62	.....	1,520.52	2,031.56	43	
Devil's Lake.....	3	4,029.13	1,400.00	200.00	315.00	1.60	.....	1,846.60	2,182.53	46	
Dickinson.....	3	2,475.60	1,067.01	.....	175.51	1.64	.....	1,273.18	1,202.52	51	Presidential, July 2, 1891.
Ellendale.....	3	2,710.76	1,300.00	225.00	200.00	1.52	.....	1,093.52	1,617.24	60	
Fargo.....	2	26,001.74	2,700.00	4,500.00	1,150.00	77.45	\$3,466.69	11,804.24	14,197.46	46	
Grafton.....	2	4,748.95	1,500.00	200.00	180.25	6.72	.....	1,806.97	2,941.98	40	
Grand Forks.....	2	18,102.78	2,400.00	1,900.00	1,200.00	34.12	3,351.83	6,890.85	6,302.78	49	
Hillsboro.....	3	8,533.94	1,300.00	.....	231.25	1.68	.....	1,522.93	2,011.01	43	
Jamestown.....	3	7,390.43	1,400.00	300.00	410.00	10.88	.....	2,320.93	4,868.55	34	
Larimore.....	3	2,535.49	1,200.00	200.00	184.00	.56	.....	1,584.56	950.93	52	
Liabon.....	3	8,378.00	1,300.00	200.00	230.75	2.08	.....	1,732.53	1,640.17	51	
Mandan.....	3	8,434.41	1,400.00	.....	207.38	2.64	.....	1,610.02	1,824.39	47	
Mayville.....	3	8,296.23	1,200.00	.....	145.96	.72	.....	1,346.08	1,949.55	41	
Minot.....	3	3,749.89	1,600.00	.....	251.25	.32	.....	1,851.57	1,898.32	49	
Park River.....	3	2,667.41	1,200.00	.....	182.00	.32	.....	1,851.57	1,185.09	54	
St. Thomas.....	3	1,125.52	500.00	.....	72.25	.24	.....	872.49	553.03	51	Presidential, Jan. 1, 1892.
Valley City.....	3	4,072.31	1,400.00	41.48	248.50	1.52	.....	1,699.50	2,382.81	41	
Wahpeton.....	3	4,898.38	1,500.00	125.00	178.00	6.64	.....	1,807.64	2,590.69	41	
Total.....		107,054.81	27,797.01	8,791.48	6,146.10	180.05	6,818.52	49,712.16	57,341.65	46	
OHIO.											
Ada.....	3	6,069.84	1,700.00	.....	2,200.00	6.32	.....	3,906.32	2,163.52	64	
Akron.....	1	71,869.13	3,100.00	6,449.45	1,380.00	664.60	11,980.46	23,574.51	48,294.62	33	
Alliance.....	3	11,882.50	2,200.00	1,500.00	44.16	44.16	2,858.00	7,502.76	4,379.74	63	
Ashland.....	3	8,538.36	2,000.00	1,000.00	237.58	10.40	.....	3,247.08	5,278.38	38	
Ashland.....	3	10,129.90	2,100.00	1,850.00	36.13	36.13	.....	3,686.13	6,443.77	36	
Athens.....	3	7,311.98	1,800.00	500.00	200.00	18.08	.....	2,578.08	4,733.90	35	
Amurdaile.....	3	4,413.20	1,500.00	.....	184.00	7.12	.....	1,601.12	2,722.08	38	
Barnesville.....	3	5,111.63	1,600.00	300.00	175.80	9.28	.....	2,085.18	3,026.45	41	
Beaverville.....	3	1,971.70	1,000.00	90.00	148.00	2.72	.....	1,240.72	780.98	63	Presidential, Oct. 1, 1891.
Beaufort.....	3	2,119.77	900.00	.....	47.10	1.68	.....	948.78	1,170.99	45	
Bellefleur.....	3	9,210.75	2,100.00	1,350.00	580.00	527.11	.....	4,537.11	4,673.64	49	
Bellefontaine.....	3	10,064.69	2,300.00	1,800.00	609.75	14.36	.....	4,124.11	5,940.58	41	
Bellevue.....	3	5,691.78	1,700.00	200.00	288.00	7.84	.....	2,205.64	3,486.14	43	
Berea.....	3	4,271.19	1,500.00	.....	250.00	6.88	.....	1,738.88	2,532.31	41	
Blanchester.....	3	1,692.48	815.78	91.56	104.39	5.08	.....	1,116.77	585.71	54	Presidential, Aug. 1, 1891.
Bristol.....	3	2,082.93	1,000.00	100.00	100.00	1.68	.....	1,311.68	771.25	63	
Bowling Green.....	3	6,160.44	1,700.00	200.00	344.00	11.92	.....	2,255.92	3,904.52	37	

Mall bags, 30 cents. Excess, \$125.60. Presidential, Apr. 1, 1892.									
Bridgeport	3	5,638.04	1,600.00	200.00	173.51	13.76	.....	1,987.27	3,670.77
Brooklyn Village	8	2,664.96	1,000.00	.....	124.00	8.24	.....	1,132.24	862.72
Bryan	3	6,001.59	1,700.00	300.00	358.00	9.84	.....	2,867.84	3,632.75
Bucyrus	2	10,483.00	1,700.00	1,300.00	450.00	24.27	.....	3,874.27	6,568.73
Cadiz	2	6,387.95	1,700.00	500.00	350.56	7.68	.....	2,558.24	2,829.71
Caldwell	3	2,427.62	1,200.00	2.25	111.90	4.62	.....	1,318.17	1,109.45
Calla	3	174.11	300.00	.....	.....	.....	.....	.....	.....
Cambridge	3	7,665.13	1,900.00	500.00	444.00	18.24	.....	2,862.24	4,743.89
Camden	3	2,348.12	1,000.00	.....	179.02	3.28	.....	1,141.20	1,206.92
Canal Dover	3	5,298.89	1,600.00	150.00	137.01	11.36	.....	1,940.37	3,296.52
Canton	1	54,380.67	3,100.00	5,126.09	1,300.00	243.27	12,066.78	21,824.14	32,568.53
Cardington	3	3,047.57	1,400.00	.....	188.28	1.52	.....	1,589.80	1,457.77
Carey	3	2,368.54	1,200.00	200.00	160.00	6.64	.....	1,564.64	819.90
Carrollton	3	2,179.05	1,100.00	100.00	160.50	5.44	.....	1,305.94	813.11
Celina	3	3,944.00	1,500.00	275.00	228.00	9.60	.....	2,012.60	1,931.40
Chargin Falls	3	2,872.42	1,300.00	150.00	229.00	4.40	.....	1,677.40	1,195.02
Chardon	3	2,541.43	1,200.00	100.00	207.50	2.64	.....	1,510.14	1,031.29
Chillicothe	2	17,611.38	2,500.00	2,450.00	1,000.00	84.10	4,387.85	10,421.95	7,189.43
Cincinnati	1	891,637.46	6,000.00	102,789.43	2,401.86	5,983.86	176,356.09	353,481.24	538,156.22
Circleville	2	10,531.43	2,000.00	1,083.15	360.00	28.08	.....	3,471.23	7,060.20
Cleveland	1	564,332.37	5,000.00	74,800.31	2,282.43	3,426.13	108,469.19	192,924.06	371,408.31
Clyde	3	3,854.21	1,500.00	200.00	226.00	10.08	.....	1,992.08	1,862.13
College Hill	3	3,178.03	1,300.00	100.00	136.00	8.98	.....	1,444.08	1,733.95
Columbiana	3	2,775.10	1,200.00	100.00	167.38	5.44	.....	1,472.85	1,302.27
Columbus	1	268,101.99	3,500.00	26,558.27	1,174.75	43,419.90	.....	74,653.01	133,448.98
Columbus Grove	3	3,216.36	1,300.00	70.00	133.25	3.04	.....	1,508.29	1,710.07
Conneaut	3	5,081.76	1,700.00	18.67	355.00	8.64	.....	2,980.31	3,901.45
Coshocton	3	8,805.98	1,900.00	487.40	310.00	18.00	.....	2,715.40	6,090.58
Covington	3	2,640.07	1,200.00	100.00	150.60	2.56	.....	1,453.16	1,186.91
Crawfordsburg	3	2,149.77	1,300.00	350.00	165.00	8.40	.....	1,822.40	1,328.33
Cuyahoga Falls	3	5,532.57	1,600.00	.....	240.83	7.68	.....	1,841.61	3,677.96
Dayton	1	160,568.72	3,400.00	15,718.11	1,868.69	597.82	28,904.06	50,484.08	109,794.04
Deale	2	10,850.66	2,200.00	1,800.00	583.90	24.26	1,343.44	5,431.30	7,786.89
Deleware	3	15,363.37	2,400.00	1,646.96	616.15	57.75	2,866.03	2,182.71	7,576.49
Delphos	3	4,732.82	1,600.00	250.00	322.15	10.66	.....	2,162.11	2,570.71
Delta	3	2,107.31	1,100.00	.....	159.50	1.30	.....	1,261.86	946.45
Dennison	3	2,633.48	1,200.00	.....	197.55	7.36	.....	1,404.91	1,228.57
East Liverpool	2	15,049.18	2,400.00	1,700.00	700.00	60.79	4,388.90	9,248.69	5,799.49
East Palestine	3	2,445.28	1,100.00	.....	114.45	5.12	.....	1,219.57	1,225.71
Eaton	3	4,350.05	1,600.00	200.00	255.00	10.08	.....	2,065.08	2,284.97
Elvira	2	10,749.01	2,200.00	1,250.00	650.00	30.40	3,530.84	7,661.24	3,087.77
Findlay	2	25,029.46	2,700.00	2,900.00	1,281.30	154.90	8,359.82	15,394.02	9,633.44
Fostoria	2	14,642.87	2,400.00	1,533.51	563.11	43.76	3,852.38	7,892.76	6,750.11
Franklin	3	4,666.19	1,500.00	.....	180.78	8.64	.....	1,698.42	2,967.77
Fremont	2	13,489.94	2,300.00	1,700.00	471.92	42.18	4,396.40	8,910.50	4,579.44
Gallion	3	8,783.85	1,900.00	467.03	400.00	21.84	.....	2,788.87	5,994.98
Gallipolis	3	8,448.06	1,900.00	600.00	393.33	21.52	.....	2,914.85	5,533.21
Garrettsville	3	2,848.84	1,200.00	.....	195.00	4.32	.....	1,890.32	1,450.52
Geneva	3	5,335.74	1,700.00	90.00	140.00	9.60	.....	1,936.60	3,396.14
Georgetown	3	2,221.04	1,000.00	300.00	129.45	4.32	.....	1,433.77	787.27
Girard	3	2,305.00	1,100.00	.....	100.00	5.92	.....	1,205.92	1,099.08

Government building.

Do.

Do.

Do.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1892*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Granville.....	3	\$3,417.05	\$1,400.00	.....	\$200.00	\$6.24	.....	\$1,806.24	\$1,810.81	47	
Greenville.....	3	5,116.95	1,700.00	.....	142.45	7.44	.....	2,049.89	2,067.06	40	
Greenville.....	3	8,875.75	2,000.00	1,000.00	472.60	16.64	.....	3,489.24	5,386.51	39	
Hamilton.....	3	27,960.46	2,600.00	4,500.00	150.00	136.71	\$8,447.74	15,834.45	12,126.01	57	
Hart.....	3	4,441.86	1,500.00	.....	270.00	11.52	.....	1,781.52	2,660.34	40	
Harrison.....	3	2,767.06	1,200.00	250.00	147.37	2.44	211.00	1,810.81	854.25	65	
Hicksville.....	3	3,225.14	1,400.00	.....	209.00	3.44	.....	1,612.44	1,612.70	50	
Hillsborough.....	3	8,289.74	1,900.00	600.00	310.00	15.84	.....	2,825.84	5,443.90	34	
Hiram.....	3	1,788.53	1,100.00	.....	166.75	1.12	.....	1,207.87	520.68	70	
Hudson.....	3	2,395.16	1,200.00	.....	156.48	4.56	.....	1,381.04	1,034.12	57	
Jenison.....	3	10,942.63	2,300.00	1,700.00	480.00	186.65	3,739.94	8,406.59	2,538.04	77	
Jackson.....	3	6,001.04	1,700.00	250.00	344.70	7.68	.....	2,302.38	3,698.66	38	
Jamestown.....	3	2,453.77	1,000.00	.....	122.73	1.28	.....	1,124.01	1,329.76	46	
Jefferson.....	3	3,098.76	1,500.00	250.00	225.00	7.52	.....	1,082.52	2,016.24	50	
Kent.....	3	5,012.30	1,600.00	200.00	322.07	0.04	.....	2,131.11	2,881.19	43	
Kenton.....	3	9,945.24	2,100.00	1,300.00	540.00	20.80	2,064.96	6,675.76	3,269.48	60	
Lancaster.....	3	10,190.64	2,200.00	1,400.00	262.00	291.84	1,314.78	5,468.70	4,731.94	54	
Landon.....	2	5,517.84	2,200.00	1,300.00	255.00	12.56	.....	3,568.56	5,049.38	37	
Lecoma.....	2	6,408.38	1,400.00	.....	195.00	8.92	.....	1,644.92	2,063.46	44	
Leipsic.....	2	2,207.98	1,100.00	80.00	168.01	2.32	.....	1,268.33	1,039.65	55	
Lima.....	2	26,195.57	2,700.00	3,400.00	1,600.00	74.86	6,423.36	14,198.23	11,997.34	54	
Logan.....	3	4,630.10	1,600.00	200.00	252.00	15.20	.....	2,067.20	2,562.90	43	
Lorain.....	3	6,205.81	1,700.00	250.00	323.00	10.64	.....	2,235.64	2,970.17	21	
Lorain.....	3	10,850.37	1,600.00	200.00	278.00	7.92	.....	2,138.92	8,711.45	46	
Lorain.....	3	2,509.01	1,100.00	.....	136.45	2.88	.....	1,239.33	1,319.68	46	
Lorain.....	3	2,509.01	1,100.00	.....	91.35	8.52	.....	1,294.87	1,510.66	46	
Lorainville.....	3	1,123.50	500.00	50.00	64.50	1.52	.....	616.02	607.57	56	
Manchester.....	3	32,861.94	2,800.00	4,000.00	1,150.00	99.86	6,798.88	14,849.74	18,012.20	45	
Manchester.....	3	14,190.04	2,300.00	1,900.20	620.00	40.57	3,643.47	8,615.24	5,574.80	61	
Marion.....	2	12,940.01	2,300.00	1,700.00	620.00	7.86	3,167.68	7,695.03	5,244.98	60	
Marion.....	3	4,718.01	1,600.00	150.00	175.06	16.56	.....	1,941.61	2,777.40	41	
Marysville.....	3	5,740.92	1,700.00	.....	355.00	7.52	.....	2,062.52	3,678.40	36	
Massillon.....	2	12,824.90	2,800.00	1,700.00	578.60	55.91	3,363.31	7,987.82	4,837.08	62	
Mechanicsburg.....	2	2,716.78	1,300.00	.....	185.00	2.24	.....	1,487.24	1,229.49	55	
Medina.....	3	5,852.59	1,700.00	225.00	245.00	7.36	.....	1,824.60	2,901.70	39	
Miamisburg.....	3	4,726.30	1,800.00	.....	215.00	6.04	.....	1,530.04	2,001.25	43	
Middleport.....	3	8,531.29	1,300.00	.....	190.00	13.36	.....	1,403.36	2,083.41	43	
Middleport.....	3	3,686.77	1,400.00	.....	150.00	13.36	.....	8,253.52	19,464.03	30	
Middletown.....	2	27,717.55	2,400.00	2,005.25	474.62	15.60	8,867.06	6,633.91	1,821.65	47	
Millersburg.....	2	7,457.76	1,400.00	100.00	127.03	6.88	.....	1,633.91	1,821.65	47	
Minerva.....	3	2,030.11	1,000.00	.....	91.90	6.12	.....	1,096.12	603.99	54	

Presidential, Jan. 1, 1892.

	Presidential, Nov. 1, 1891.	Presidential, Jan. 1, 1892.	Government building.	Presidential, Oct. 15, 1891.	Government building.	Presidential, Nov. 6, 1891.	Government building.	D.
Monroeville	1,421.13	665.76	88.98	2.24	756.86	664.27	53	
Mount Airy	1,204.00	500.00	76.25	5.32	576.73	627.27	48	
Mount Gilead	8,523.35	1,500.00	181.72	5.52	1,686.11	1,686.11	52	
Mount Vernon	2,268.88	1,600.00	663.75	50.25	6,639.83	3,649.05	65	
Napoleon	4,122.52	1,500.00	271.01	6.84	1,778.85	2,245.67	43	
National Military Home	4,156.20	1,500.00		5.20	1,506.20	2,633.00	36	
Nelsonville	4,165.01	1,500.00		8.76	1,936.66	2,218.41	47	
Newark	16,749.79	2,400.00		65.01	5,798.20	5,470.44	67	
New Carlisle	1,738.43	711.96	104.71	1.60	818.27	921.21	41	
New Lexington	2,629.77	1,200.00	145.03	1.80	1,451.83	1,177.94	55	
New Lisbon	3,639.81	1,600.00	255.00	11.04	2,166.04	3,163.77	41	
New London	3,181.89	1,400.00	150.70	2.56	1,578.26	1,603.63	50	
New Philadelphia	3,657.02	1,800.00	286.10	16.80	2,302.90	4,268.12	35	
New Richmond	2,017.50	1,100.00	125.42	6.28	1,430.70	586.80	71	
Niles	6,208.05	1,500.00	277.47	14.56	1,837.03	3,371.02	35	
North Baltimore	4,204.02	1,500.00	244.00	7.92	1,751.92	2,452.10	43	
North York	12,204.05	2,300.00	670.00	20.10	3,360.85	4,356.12	64	
Oberlin	12,186.21	2,500.00	475.00	37.40	3,478.27	7,790.67	64	
Ottawa	3,014.68	1,300.00	150.00	5.00	1,055.60	1,359.08	55	
Oxford	3,174.93	1,400.00	199.60	6.80	1,804.30	1,370.63	57	
Painesville	14,390.17	2,400.00	385.00	13.12	3,118.32	2,082.95	40	
Piquette	3,816.33	1,400.00	182.63	6.40	1,589.03	2,227.30	33	
Piquette	19,601.59	2,500.00	1,125.00	58.63	4,302.69	9,422.27	52	
Plain City	2,057.44	1,000.00	155.00	2.40	1,157.40	900.04	56	
Plymouth	2,548.83	1,200.00	187.32	1.44	1,388.76	1,160.07	54	
Pomeroy	4,503.23	1,600.00	247.10	9.68	2,156.78	2,346.45	48	
Port Clinton	2,630.07	1,200.00	203.40	3.68	1,507.08	1,122.00	57	
Portsmouth	18,184.43	2,500.00	400.00	80.16	4,886.89	7,874.90	57	
Ravenna	8,164.56	1,900.00	60.00	21.92	2,681.93	5,862.64	33	
Richwood	3,153.53	1,400.00	101.28	1.60	1,502.84	1,822.75	43	
Ripley	3,731.75	1,400.00	255.00	5.76	1,676.38	2,053.37	45	
St. Clairsville	2,736.24	1,500.00	216.00	7.88	1,536.88	1,193.36	50	
St. Marys	3,490.66	1,500.00	249.00	10.70	1,896.60	2,634.06	43	
Salem	15,674.01	2,400.00	600.00	3.12	2,624.18	8,539.14	46	
Saltville	3,742.37	1,500.00	88.00	3.12	841.12	8,539.14	46	
Sanctuary	21,944.77	2,600.00	3,600.00	138.48	6,912.44	13,250.92	60	
Shawnee	3,373.56	654.89	89.41	2.48	797.87	8,663.85	58	
Shelby	3,793.41	1,500.00	204.43	7.12	1,711.55	3,753.69	58	
Sidney	12,697.81	2,400.00	580.00	195.68	891.38	1,991.80	46	
Springfield	92,107.65	3,200.00	1,675.00	185.68	3,862.08	6,755.75	46	
Steubenville	16,120.61	2,400.00	12,026.63	225.31	16,004.31	60,949.50	34	
Tiffin	14,852.32	2,400.00	1,017.03	144.78	6,864.22	3,949.58	75	
Tippecanoe City	2,392.46	1,800.00	625.00	40.24	3,872.81	6,114.77	59	
Toledo	209,045.66	3,500.00	107.00	3.12	1,380.12	1,062.34	56	
Troy	2,926.95	1,300.00	849.46	42.88	77,021.69	132,023.97	37	
Troy	2,926.95	1,300.00	215.00	10.08	1,525.08	1,401.87	52	
Uhrichville	14,034.59	2,300.00	514.86	51.86	4,914.86	9,119.73	35	
Van Wert	3,914.92	1,400.00	158.54	10.48	1,821.14	2,093.78	47	
Upper Sandusky	5,491.29	1,700.00	243.96	15.20	2,160.16	3,331.13	39	
Urbana	11,498.04	2,300.00	303.14	34.14	6,874.65	4,594.39	60	
Van Wert	12,782.92	1,500.00	480.00	280.82	3,960.83	8,772.10	51	
Wadsworth	2,276.47	1,100.00	97.77	4.64	1,202.41	1,077.06	83	

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1892*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
OHIO—continued.											
Wapakoneta.....	3	\$6,588.14	\$1,700.00	\$312.50	\$350.00	\$9.76	\$2,372.26	\$4,215.88	36	Mail bags, 25 cents.
Warren.....	2	14,098.27	2,400.00	1,708.24	650.00	45.66	\$2,654.28	7,456.20	6,640.07	53	
Washington.....	2	10,082.69	2,000.00	1,500.00	600.00	22.56	2,250.31	6,572.87	3,509.82	65	
Wauseon.....	3	4,525.80	1,600.00	100.00	300.00	8.20	.....	2,003.20	2,522.80	44
Waverly.....	3	2,523.90	1,100.00	200.00	83.65	8.33	.....	1,401.98	1,121.92	56
Wellington.....	3	6,048.27	1,800.00	250.00	324.44	6.72	.....	2,381.14	3,667.13	39
Wellston.....	3	3,633.97	1,400.00	150.00	250.73	4.41	.....	1,805.14	1,828.83	50
Wellsville.....	3	6,327.44	1,800.00	100.00	226.00	28.42	.....	2,104.42	4,168.02	34
West Liberty.....	3	3,197.61	1,400.00	150.00	220.00	3.04	.....	1,773.04	1,424.57	55
West Lehigh.....	3	4,238.12	1,500.00	100.00	182.65	1.68	.....	1,501.16	1,932.25	43
Willoughby.....	3	3,453.41	1,300.00	100.00	185.00	6.16	.....	1,754.33	2,484.79	41
Winnington.....	3	6,664.01	1,800.00	300.00	864.36	15.36	.....	2,479.72	4,184.29	37
Wooster.....	2	12,081.29	2,300.00	1,400.00	597.79	61.63	.....	7,654.90	4,426.39	63
Xenia.....	2	12,687.91	2,300.00	1,700.00	540.00	78.66	3,513.96	8,132.62	4,555.29	64	
Yellow Springs.....	3	1,567.38	913.04	.....	90.39	2.32	.....	1,005.75	1,561.63	54
Youngstown.....	2	34,328.60	2,800.00	4,200.00	1,200.00	222.99	9,906.55	18,320.54	15,999.06	53	
Zanesville.....	2	38,604.83	2,900.00	4,300.00	1,100.00	738.21	7,526.58	16,564.79	22,040.04	43	
Total.....		3,473,528.23	310,211.41	440,607.83	65,459.09	61,246.08	552,088.69	1,429,611.09	2,043,917.14	41	
OKLAHOMA.											
Guthrie.....	3	11,611.51	2,200.00	2,000.00	16.77	21.04	4,237.81	7,373.70	36	Presidential, Aug. 9, 1891.
Kingfisher.....	2	3,988.52	1,300.00	1,066.50	225.00	11.20	.....	2,622.70	1,315.82	67
Norman.....	2	2,643.48	864.02	.....	132.08	2.24	.....	1,028.34	1,615.14	39
Oklahoma.....	2	11,345.08	2,000.00	1,400.00	.....	25.68	.....	3,425.68	7,920.30	30
Total.....		29,586.49	6,364.02	4,468.50	373.85	60.16	.....	11,314.53	18,274.96	33
OREGON.											
Albany.....	3	7,406.56	1,900.00	225.00	163.80	17.20	2,306.00	5,103.56	31	Discontinued March 31, 1892. Government building.
Albion.....	3	2,876.54	1,050.00	.....	112.45	3.82	.....	1,166.87	1,709.17	41
Ashland.....	3	8,181.94	1,600.00	200.00	245.00	2.24	.....	1,850.24	2,877.45	58
Astoria.....	2	10,441.83	2,200.00	1,600.00	.....	14.70	2,899.68	3,764.38	2,677.45	66
Baker City.....	3	6,880.86	1,700.00	600.00	285.00	4.88	2,499.88	2,890.98	47	Discontinued March 31, 1892.
Corvallis.....	3	4,918.26	1,600.00	200.00	263.75	5.28	.....	2,095.03	2,823.23	48
East Portland.....	2	7,216.76	1,675.00	750.00	842.50	21.92	.....	2,698.42	4,527.38	37
Eugene.....	3	7,528.57	1,800.00	350.00	431.76	10.02	.....	2,591.77	4,936.80	34
Forest Grove.....	3	1,318.02	500.00	75.00	76.00	1.28	.....	652.28	665.74	49
Grants Pass.....	2	3,300.43	5,400.00	150.00	194.25	2.06	.....	1,748.33	1,552.10	53

Keppner.....	2, 616.41	1, 100.00	300.00	180.00	72	.....	1, 580.72	1, 035.09	60
Millboro.....	5, 473.64	1, 250.00	.....	62.00	1.04	.....	251.04	222.60	63
La Grande.....	5, 073.93	1, 900.00	200.00	.....	3.12	.....	1, 865.12	8, 208.81	37
McGuinnville.....	3, 644.42	1, 400.00	.....	251.25	3.52	.....	1, 654.77	1, 980.65	45
Marshfield.....	2, 612.12	1, 300.00	200.00	225.00	1.86	.....	1, 725.36	895.76	66
Medford.....	2, 198.19	1, 915.76	65.00	146.52	1.12	.....	1, 128.40	1, 008.79	51
Oregon City.....	4, 816.08	1, 800.00	50.00	251.00	1.68	.....	1, 905.64	2, 910.44	40
Pendleton.....	7, 211.79	1, 600.00	600.00	72.00	11.68	.....	2, 483.68	4, 728.11	34
Portland.....	167, 085.24	3, 500.00	25, 821.21	220.00	781.38	31, 610.82	51, 945.41	115, 091.83	31
Roseburg.....	3, 720.70	1, 400.00	425.00	249.50	781.38	176.66	2, 251.40	1, 460.30	60
Salem.....	18, 021.79	2, 500.00	2, 400.00	1.00	37.04	2, 921.86	2, 760.76	10, 161.87	44
The Dalles.....	7, 477.14	1, 900.00	400.00	460.00	9.76	.....	1, 231.91	1, 006.99	53
Union.....	2, 328.90	1, 000.00	75.00	154.75	2.16	.....	.....	.....	37
Total.....	280, 782.11	35, 390.76	34, 638.21	4, 438.52	941.30	27, 009.04	103, 015.83	177, 766.28	37
PENNSYLVANIA.									
Allegheny.....	89, 086.66	3, 200.00	10, 765.18	2, 500.00	1, 829.06	27, 466.63	45, 760.87	43, 325.79	51
Allentown.....	35, 145.52	2, 800.00	3, 700.00	2, 000.00	124.08	9, 072.17	17, 630.25	17, 515.27	50
Altoona.....	34, 304.83	2, 800.00	4, 149.33	1, 573.30	284.17	11, 590.19	20, 196.96	13, 911.94	59
Ambler.....	6, 931.87	1, 900.00	175.00	356.00	7.36	.....	1, 438.36	4, 483.51	35
Apollo.....	4, 583.30	1, 500.00	100.00	216.00	13.69	.....	1, 472.56	2, 753.69	40
Arthurs.....	5, 556.98	1, 300.00	.....	180.00	12.58	.....	2, 052.88	3, 291.64	28
Ashland.....	5, 344.52	1, 700.00	.....	347.51	6.88	.....	2, 254.39	2, 870.50	38
Athens.....	3, 229.73	1, 200.00	200.00	201.00	2.40	.....	1, 403.49	1, 826.24	44
Austin.....	4, 245.26	1, 500.00	.....	250.00	8.64	.....	1, 758.64	2, 524.62	41
Baigor.....	3, 207.74	1, 400.00	.....	141.77	22.96	.....	1, 964.73	1, 643.01	49
Beaver Falls.....	14, 176.26	2, 400.00	1, 800.00	465.00	62.58	4, 386.33	9, 113.91	5, 062.35	64
Bedford.....	9, 891.42	1, 700.00	1, 391.58	375.00	14.00	.....	2, 890.58	3, 610.64	64
Bellefonte.....	2, 601.20	2, 100.00	1, 500.00	364.00	13.96	3, 414.10	7, 413.06	2, 201.14	77
Belle Vernon.....	2, 501.94	1, 000.00	.....	146.00	8.04	.....	1, 135.04	1, 346.00	46
Bellwood.....	2, 286.60	1, 000.00	120.00	160.00	2.96	.....	1, 282.96	1, 013.64	66
Bennett.....	4, 586.55	250.00	.....	34.75	8.24	.....	2, 128.80	1, 891.21	60
Berwick.....	4, 020.01	1, 500.00	150.00	260.00	6.80	212.00	2, 128.80	1, 891.21	60
Bethlehem.....	14, 344.75	2, 400.00	1, 906.00	900.00	68.68	4, 590.58	9, 855.26	4, 489.49	69
Birdsboro.....	1, 139.35	500.00	.....	51.58	9.98	.....	552.54	586.81	48
Blairsville.....	4, 192.89	1, 500.00	150.00	243.20	15.68	.....	1, 908.88	2, 284.01	49
Bloomsburg.....	8, 278.79	1, 900.00	240.00	409.05	18.56	.....	2, 567.61	5, 711.18	31
Blossburg.....	2, 385.28	1, 100.00	200.00	163.94	1.84	.....	1, 465.78	929.50	61
Blossburg.....	1, 586.84	2, 000.00	1, 090.98	480.00	66.72	.....	3, 656.70	6, 930.14	35
Bradford.....	24, 437.82	2, 600.00	2, 232.97	856.76	176.49	4, 923.74	11, 789.96	12, 647.36	48
Bradford.....	7, 418.07	1, 800.00	.....	280.00	31.96	.....	2, 264.96	5, 153.11	31
Bristol.....	3, 620.43	1, 700.00	525.00	303.60	24.53	.....	2, 560.13	3, 781.30	41
Brookville.....	4, 457.59	1, 500.00	.....	235.00	28.16	.....	1, 761.16	2, 694.43	40
Brownsville.....	3, 006.78	1, 700.00	.....	266.00	49.68	.....	2, 015.68	3, 991.10	34
Bryn Mawr.....	12, 412.63	2, 400.00	1, 600.00	575.00	53.28	4, 380.06	9, 008.96	8, 404.27	73
Butler.....	1, 204.14	600.00	50.00	80.00	2.72	.....	732.72	471.42	61
Cambridgeport.....	3, 219.25	1, 400.00	.....	191.00	13.68	.....	1, 604.68	1, 614.57	50
Cannonsburg.....	3, 504.29	1, 400.00	.....	223.68	4.24	.....	1, 627.92	1, 876.37	46
Canton.....	9, 657.12	2, 000.00	1, 100.00	360.00	172.94	3, 001.97	6, 634.91	3, 323.21	67
Carbondale.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

Presidential, Apr. 1, 1892.

Presidential, Aug. 1, 1891.

Government building.

Mail bags 25 cents.

Presidential, Apr. 1, 1892.

Presidential, Jan. 1, 1892.

Mail bags 25 cents.

Presidential, Jan. 1, 1892.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expenses to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Carlisle.....	2	\$13,618.85	\$3,400.00	\$1,700.00	\$450.00	\$53.75	\$3,507.76	\$8,111.51	\$5,507.34	60	
Catawissa.....	3	5,284.66	1,700.00	100.00	355.00	13.92		2,088.92	3,195.74	39	
Catawissa.....	3	1,074.95	500.00	100.00	77.00	1.68		678.68	3,195.74	63	Presidential, Jan. 1, 1892.
Chambersburg.....	2	13,637.27	2,400.00	1,700.00	570.84	43.29	2,892.86	7,611.99	6,025.28	54	Do.
Charlton.....	3	1,588.63	550.00		90.00	3.84		643.84	642.79	41	Do.
Chartiers.....	3	1,105.52	500.00		76.50	4.48		580.98	524.54	53	
Chester.....	2	21,157.65	2,600.00	2,700.00	798.26	110.81	7,771.01	13,978.07	7,179.57	66	
Chicon.....	3	2,088.43	1,000.00		128.36	5.36		1,134.16	7,179.57	54	
Clarion.....	3	4,801.81	1,700.00	280.57	360.00	15.20		2,335.77	2,465.16	49	
Clearfield.....	3	8,778.10	1,800.00	200.00	360.00	9.52		2,360.52	2,465.16	36	
Colesville.....	2	10,538.22	2,100.00	1,070.00	398.00	19.84		2,464.84	6,313.28	38	
Columbia.....	2	9,437.67	1,300.00	1,070.00	130.79	41.54	2,900.00	6,526.16	4,012.06	62	
Connellsville.....	3	7,528.92	1,700.00	300.00	411.25	86.24		2,587.49	4,960.53	34	
Conneaut.....	3	5,653.39	1,700.00	300.00	221.72	16.80		2,238.52	3,224.87	41	
Conneautville.....	3	12,234.61	2,300.00	1,700.00	360.00	83.21	2,854.47	7,610.68	4,414.93	64	
Corry.....	3	3,919.67	1,500.00	300.00	268.33	6.08		2,024.41	1,896.26	53	
Coudersport.....	3	3,174.77	1,500.00	300.00	231.35	2.98		1,854.31	1,340.46	58	
Crawfordsville.....	2	12,124.50	2,100.00	1,800.00	575.00	329.65		4,304.65	7,819.85	36	
Danville.....	3	2,412.47	1,200.00	200.00	40.00	13.60		1,454.20	558.27	60	
Downingtown.....	3	8,307.42	1,800.00	800.00	182.41	12.19		2,704.60	5,512.82	34	
Doylstown.....	3	8,668.12	1,800.00	425.00	422.50	18.98		2,666.46	5,991.66	31	
Du Bois.....	3	2,284.57	1,100.00	137.50	107.53	4.08		1,340.10	915.47	60	
Duncannon.....	3	2,504.79	1,100.00		156.92	4.40		1,281.32	1,243.47	50	
Dunmore.....	3	2,868.34	1,100.00		170.74	11.52		1,282.28	1,586.06	45	
Duquesne.....	3	28,744.24	2,700.00	4,017.31	1,625.07	263.97	10,543.76	19,140.11	10,604.13	64	
East Stroudsburg.....	2	2,548.26	1,100.00		140.00	4.94		1,244.64	1,303.62	49	
Ebensburg.....	3	3,128.95	1,400.00	150.00	218.00	8.88		1,776.88	1,347.07	57	
Edinboro.....	3	2,551.18	1,100.00		130.00	1.04		1,231.04	1,320.14	48	
Elkton.....	3	2,505.10	1,200.00		117.00	1.84		1,318.84	1,186.26	53	
Elizabethtown.....	3	3,095.17	500.00		45.60	2.40		548.00	547.17	50	Presidential, Jan. 1, 1892.
Elkton.....	3	1,302.74	600.00		47.50	1.44		648.94	652.80	50	Do.
Emulcon.....	3	3,092.56	1,300.00	200.00	83.00	3.28		1,596.28	1,496.28	51	
Emporium.....	3	4,443.40	1,500.00	200.00	227.76	6.00	212.00	2,146.76	2,297.64	48	
Ephrata.....	3	7,784.15	1,200.00	200.00	121.10	4.32		1,525.42	1,256.78	55	
Erie.....	1	63,490.21	3,100.00	8,664.97	247.50	4.16	16,377.80	28,300.27	35,188.94	45	
Everett.....	3	8,090.04	1,300.00	150.00	152.00	4.44		1,606.16	1,453.88	52	
Forest City.....	3	2,234.44	1,100.00		160.00	1.44		1,281.44	973.00	54	Government building.
Franklin.....	2	13,281.51	2,400.00	1,675.00	697.63	44.85	2,624.91	7,443.39	5,839.12	50	Mail bags 40 cents.
Freeland.....	3	2,866.39	1,200.00		127.69	4.08		1,331.77	1,534.62	46	
Freeport.....	3	2,773.82	1,200.00		144.00	11.70		1,335.76	1,438.06	42	

Mail bags 25 cents.

Government building.
Mail bags 40 cents.

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1892*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
Mechanicsville.....	3	\$3,159.97	\$1,022.28	.....	\$42.18	\$0.88	.....	\$1,085.32	\$2,094.65	34	Presidential, July 27, 1891.
Media.....	2	26,451.09	2,300.00	.....	475.20	521.74	.....	4,371.94	22,079.15	17	
Mercer.....	3	3,510.02	1,700.00	400.00	234.00	12.00	.....	2,346.00	2,964.02	47	
Meyersdale.....	3	3,382.58	1,400.00	100.00	180.00	5.12	.....	1,685.12	1,877.46	50	
Middletown.....	3	6,415.88	1,700.00	.....	251.88	18.32	.....	1,970.20	4,445.68	31	
Millburg.....	3	2,523.86	1,100.00	.....	180.00	4.40	.....	1,284.40	1,239.46	51	
Milltown.....	3	2,862.78	1,200.00	.....	175.70	7.04	.....	1,582.74	1,280.04	55	
Millersburg.....	3	3,223.37	1,300.00	.....	148.16	6.40	.....	1,548.56	1,674.81	48	
Milton.....	2	3,087.41	2,000.00	94.00	180.00	22.47	.....	3,102.47	5,714.84	85	
Minersville.....	3	3,086.30	1,200.00	900.00	203.50	4.32	.....	1,697.82	1,478.48	52	
Monongahela City.....	3	4,385.95	1,600.00	200.00	260.00	20.96	.....	2,030.96	2,354.99	46	
Monroese.....	3	4,839.50	1,600.00	150.00	290.00	8.40	.....	2,608.40	2,231.10	54	
Mount Carmel.....	3	4,827.01	1,600.00	720.00	313.50	10.40	.....	1,923.90	2,903.11	40	
Mount Joy.....	3	2,858.77	1,200.00	.....	138.45	6.40	.....	1,344.85	1,513.92	47	
Mount Pleasant.....	3	5,232.63	1,600.00	100.00	270.27	11.76	.....	1,982.08	3,250.60	38	
Muncy.....	3	3,718.89	1,500.00	.....	248.21	4.46	.....	1,753.67	1,965.21	47	Mail bags, 30 cents.
Nanticoke.....	3	4,684.71	1,700.00	100.00	355.00	6.88	\$1,435.91	3,597.79	1,086.92	77	Presidential, Jan. 1, 1892.
New Bethlehem.....	3	1,146.97	500.00	87.50	75.59	1.68	.....	662.68	484.29	58	
New Brighton.....	3	6,988.29	1,800.00	.....	278.44	81.20	.....	2,107.64	4,880.65	30	
New Castle.....	2	18,123.68	2,500.00	2,400.00	858.42	614.25	6,538.53	12,911.19	5,212.69	71	
Newport.....	2	3,382.24	1,400.00	265.38	114.98	7.04	.....	1,787.40	1,594.84	53	
Newtown.....	3	3,787.83	1,200.00	100.00	142.00	4.08	.....	1,444.08	1,343.75	38	
Newville.....	3	2,784.13	1,200.00	300.00	98.81	2.86	.....	1,599.77	1,184.36	57	
Norristown.....	2	19,387.48	2,500.00	1,900.00	1,000.00	579.89	5,974.09	11,954.08	7,403.40	63	
North Clarendon.....	3	1,983.41	1,100.00	.....	1,800.00	.....	.....	1,290.00	683.41	65	
North East.....	3	5,686.25	1,600.00	100.00	243.30	5.78	.....	1,949.08	3,737.17	34	
Northumberland.....	3	2,503.24	1,200.00	.....	189.22	5.68	.....	1,385.90	1,117.34	55	
Oil City.....	3	20,839.79	2,500.00	3,228.54	1,260.55	294.20	4,701.76	11,910.05	8,928.74	57	
Olyphant.....	3	2,242.31	1,000.00	.....	160.00	3.04	.....	1,163.04	1,079.27	52	
Oxford Mills.....	2	2,875.83	1,200.00	.....	200.00	6.40	.....	1,463.20	1,412.63	54	
Orwigsburg.....	3	4,148.57	1,500.00	210.00	230.00	6.40	.....	1,184.25	2,977.17	47	
Parke's Landing.....	3	2,266.43	1,000.00	.....	120.89	11.36	.....	1,236.25	1,030.76	50	
Philadelphia.....	2	4,573,716.38	1,100.00	448,242.77	18,228.81	6.00	789,110.44	1,278,839.04	1,294,876.34	50	Government building.
Phillipsburg.....	1	2,788.58	2,000.00	900.00	375.00	517.86	.....	3,782.36	4,946.22	43	
Phoenixville.....	2	6,179.05	2,000.00	1,900.00	600.00	98.08	.....	3,638.08	4,540.97	44	
Pittsburg.....	1	614,926.34	5,000.00	115,624.41	2,100.00	7,024.18	132,466.83	268,537.41	360,968.93	43	
Pittsford.....	3	13,584.70	2,400.00	1,900.36	650.00	9.36	5,302.84	10,304.97	8,229.73	76	
Plymouth.....	3	6,982.91	1,800.00	.....	860.00	9.36	.....	2,160.86	4,782.55	31	
Port Allegany.....	3	2,912.66	1,200.00	.....	163.27	2.80	.....	1,366.07	1,546.59	47	
Pottstown.....	2	13,805.15	2,400.00	1,500.00	800.00	2.21	3,708.92	8,411.03	5,394.12	61	

REPORT OF THE POSTMASTER-GENERAL.

Offices.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
PENNSYLVANIA—cont'd.											
West Chester.....	2	\$19,224.03	\$2,500.00	\$2,400.00	\$1,000.00	\$67.70	\$3,129.12	\$9,096.82	\$10,137.81	47	
Westfield.....	3	2,145.00	1,000.00	200.00	159.98	2.00	.....	1,361.98	783.02	53	
West Grove.....	2	10,641.03	2,000.00	900.00	220.00	2.48	.....	3,122.48	7,518.55	29	
West Newton.....	3	3,581.24	1,500.00	.....	215.00	14.56	.....	1,729.56	1,851.68	48	
White Haven.....	2	2,287.91	1,100.00	.....	176.99	2.88	.....	1,279.87	988.04	56	
Wilkes-Barre.....	1	44,985.13	3,000.00	5,572.73	1,300.00	183.40	15,227.76	25,283.89	18,801.24	57	
Wilkesburg.....	3	6,150.41	1,500.00	37.50	386.00	53.36	.....	1,950.85	3,199.55	38	
Williamsport.....	1	45,588.58	3,000.00	6,392.53	.....	246.34	12,411.35	22,050.32	23,538.26	48	Government building.
Wrightsville.....	2	2,143.27	1,000.00	.....	128.00	4.32	.....	1,130.32	1,012.95	53	
York.....	3	25,301.00	2,800.00	3,299.96	1,183.24	138.82	6,775.56	14,197.58	21,193.42	40	Discontinued Aug. 31, 1891.
South Oil City.....	3	619.09	235.87	.....	36.47	2.08	.....	274.42	344.67	44	
Total.....		5,186,143.46	385,823.37	745,819.07	99,321.15	39,255.58	1,249,674.49	2,519,893.66	2,666,249.80	49	
RHODE ISLAND.											
Bristol.....	3	5,574.50	1,700.00	.....	254.54	28.48	.....	1,728.48	3,846.02	31	
Central Falls.....	3	8,610.72	1,800.00	500.00	270.00	13.04	8,068.51	5,643.53	2,967.19	66	
East Greenwich.....	3	3,874.86	1,500.00	.....	228.75	23.16	.....	1,783.04	2,091.81	46	
East Providence.....	3	3,247.62	1,300.00	.....	228.75	23.16	.....	1,548.91	1,698.71	48	
Lonsdale.....	3	2,759.85	1,300.00	.....	85.00	5.20	.....	1,400.20	1,359.75	51	
Narragansett Pier.....	3	3,908.60	1,500.00	200.00	272.50	25.20	.....	1,997.70	1,908.90	61	
Newport.....	2	35,997.59	2,800.00	4,723.49	.....	316.22	11,462.77	19,302.48	16,695.11	54	Do.
Olneyville.....	2	10,070.92	2,100.00	1,100.00	222.47	16.64	.....	3,439.11	6,631.81	24	
Providence.....	1	34,217.55	2,800.00	3,600.00	1,750.00	171.37	9,703.58	18,024.95	16,192.60	53	
Providence.....	2	279,483.02	3,600.00	87,079.27	.....	2,110.69	56,379.42	99,160.88	180,313.64	35	Do.
Waketield.....	3	2,246.80	1,100.00	.....	132.00	5.60	.....	1,237.60	978.20	54	
Warren.....	3	3,787.24	1,500.00	.....	196.83	9.52	.....	1,708.85	2,078.39	45	
Westerly.....	2	12,068.24	2,400.00	1,320.02	960.00	.....	4,259.02	5,939.04	3,129.80	74	
Woonsocket.....	2	15,965.72	2,400.00	1,848.00	906.28	103.16	7,518.91	12,771.35	3,124.37	80	
Total.....		421,608.42	27,800.00	50,366.76	5,298.87	2,847.76	92,392.21	178,604.62	242,913.80	43	
SOUTH CAROLINA.											
Abbeville.....	3	2,372.37	1,100.00	.....	160.05	.....	.....	1,260.05	1,112.32	53	
Alten.....	3	4,621.46	1,600.00	300.00	309.60	10.64	.....	2,220.24	2,401.24	48	
Anderson.....	3	5,164.45	1,600.00	300.00	258.00	10.89	.....	2,245.88	2,900.57	44	
Beaufort.....	3	1,400.00	1,400.00	.....	100.00	5.04	.....	1,068.44	1,586.47	55	
Benningville.....	3	3,974.21	1,400.00	.....	106.03	4.40	.....	1,068.45	1,386.76	54	
Camden.....	3	2,774.76	1,300.00	183.26	148.89	4.66	.....	1,587.27	1,187.49	58	

Government building.		Do.		Presidential, Jan. 1, 1892, mail bags 75 cents.		Presidential, Jan. 1, 1892.	
1	81,456.41	3,300.00	14,033.24	387.57	20,120.87	37,781.78	42,874.63
2	3,992.95	1,500.00	175.00	11.52		1,944.52	2,048.43
3	22,132.90	2,600.00	8,090.27	79.12	6,166.36	11,893.65	10,233.36
4	3,605.14	1,400.00	83.75	4.96		1,635.08	1,950.06
5	4,448.13	1,600.00	150.00	4.24		1,984.77	2,453.36
6	8,078.07	1,300.00	150.00	8.24		1,630.34	1,447.73
7	12,056.00	2,300.00	1,500.00	23.39	4,308.86	8,456.80	8,560.20
8	2,600.69	1,200.00	190.50	.88		1,391.38	1,209.31
9	3,183.91	1,400.00	200.00	3.68		1,785.68	1,398.23
10	2,773.45	1,200.00	125.00	1.52		1,466.52	1,306.86
11	4,079.26	1,500.00	200.60	4.00		2,190.91	2,107.51
12	4,208.45	1,600.00	300.00	6.96		2,910.12	2,428.33
13	4,138.45	1,500.00	206.28	3.84		3,073.78	5,097.73
14	8,770.03	1,900.00	800.00	24.89		1,246.63	1,081.40
15	2,278.03	1,100.00	142.71	3.92		2,412.52	4,733.28
16	1,145.80	1,800.00	250.00	9.52		1,619.48	827.30
17	2,446.78	1,200.00	165.00	4.48		1,393.38	1,983.15
18	3,326.53	1,200.00	76.00	2.08		1,455.51	1,015.04
19	2,470.55	1,200.00	100.00	5.51			
20	199,598.88	39,300.00	22,456.64	593.91	30,585.49	97,925.53	101,873.35
Total							
SOUTH DAKOTA.							
2	14,155.21	2,500.00	1,700.00	5.01	2,582.07	7,453.38	6,671.83
3	2,016.48	1,000.00	160.80			1,160.80	855.68
4	1,164.14	500.00	71.25	2.35		673.60	490.54
5	2,101.80	1,000.00	141.76			1,301.76	800.04
6	4,212.33	1,500.00	223.00	3.04		1,736.04	2,486.26
7	3,643.35	1,300.00	170.70	2.56		1,763.26	1,940.08
8	2,282.75	1,000.00	160.00	1.52		1,261.52	1,031.23
9	2,781.90	1,400.00	225.00	1.82		1,868.92	964.98
10	2,170.96	1,100.00	100.00	.32		1,360.32	610.64
11	1,814.41	1,100.00	134.80	.78		1,309.68	504.73
12	8,122.91	2,000.00	500.00	.09		3,600.79	4,522.12
13	2,535.34	1,100.00	161.73	1.04		1,263.79	1,232.55
14	2,263.93	1,000.00	160.00	.63		1,160.63	1,103.80
15	2,249.80	1,000.00	80.00	2.64		1,082.64	1,166.66
16	1,192.28	500.00	41.50	8.80		592.05	600.23
17	2,161.12	1,100.00	150.00	1.36		1,431.36	729.76
18	1,160.48	550.00					610.48
19	1,893.79	700.00	97.41	1.36		798.77	1,095.02
20	10,186.25	2,300.00	815.75		2,587.45	7,493.20	2,783.05
21	3,519.89	1,200.00	207.66	.96		1,407.62	2,142.37
22	4,798.87	1					

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
SOUTH DAKOTA—cont'd.											
Plankinton.....	3	\$2,594.32	\$1,400.00	\$80.00	\$230.00	\$1.52	.....	\$1,711.52	\$882.80	66	
Rapid City.....	3	6,753.15	1,900.00	600.00	460.00	3.60	.....	2,983.60	3,769.55	44	
Redfield.....	3	2,219.48	1,400.00	200.00	245.75	1.92	.....	1,847.67	1,371.81	57	
Sioux Falls.....	3	2,929.54	1,200.00	250.00	200.00	2.80	.....	1,652.80	1,276.74	56	
Sioux Falls.....	2	2,869.63	2,500.00	2,800.00	1,200.00	1.49	\$4,261.28	10,762.77	11,037.66	49	
Sturgis.....	3	2,288.63	1,500.00	.....	380.00	1.56	.....	1,280.56	1,008.07	56	
Vermillion.....	3	3,388.88	1,500.00	250.00	270.00	4.16	.....	2,024.16	1,364.72	60	
W. S. Foster.....	2	9,328.98	1,300.00	300.00	400.00	9.44	.....	4,009.44	5,317.54	43	
W. S. Foster.....	3	8,123.83	1,300.00	300.00	160.00	.88	.....	1,760.88	1,362.95	56	
W. S. Foster.....	3	2,442.38	1,100.00	200.00	180.00	1.52	.....	1,481.52	1,961.86	61	
Yankton.....	3	10,155.65	2,000.00	1,000.00	260.00	197.50	.....	4,157.50	5,998.15	41	
Total.....		178,211.35	52,450.00	16,702.85	10,275.02	830.09	9,430.80	89,188.86	89,022.49	50	
TENNESSEE.											
Athens.....	3	3,753.21	1,400.00	300.00	199.99	6.40	.....	1,906.39	1,846.82	51	
Bristol.....	2	10,423.62	2,100.00	1,100.00	490.85	31.04	.....	3,721.89	6,701.73	36	
Brownsville.....	3	3,432.67	1,500.00	300.00	32.50	5.36	.....	1,637.86	1,794.81	54	
Chattanooga.....	1	73,933.91	3,200.00	12,458.65	665.00	2,938.76	14,389.82	33,632.21	40,301.69	45	
Clarksville.....	2	10,998.69	2,300.00	1,300.00	590.00	8.48	2,770.43	6,900.23	4,098.46	63	
Cleveland.....	3	4,066.74	1,600.00	312.50	287.75	8.48	209.70	2,398.43	1,668.31	56	
Columbia.....	2	9,044.23	2,000.00	1,000.00	360.00	5.75	.....	3,365.75	5,678.48	37	
Covington.....	3	2,424.15	1,100.00	.....	86.44	3.52	.....	1,189.96	1,234.19	49	Mail bags, \$1.00.
Cumberland Gap.....	3	763.39	600.00	49.91	102.50	.....	.....	752.41	1,099.98	99	Presidential, Jan. 1, 1892.
Dayton.....	3	2,817.21	1,300.00	100.00	84.93	4.72	.....	1,499.65	1,317.56	53	
Dyersburg.....	3	8,711.47	1,400.00	300.00	208.00	6.70	.....	1,614.79	2,096.68	44	Mail bags, \$1.85
Fayetteville.....	3	8,225.63	1,500.00	200.00	165.00	5.12	.....	1,870.12	1,855.51	55	
Franklin.....	3	3,765.86	1,500.00	200.00	212.00	6.27	.....	1,018.27	1,847.59	61	Mail bags, 35 cents.
Gallatin.....	3	6,691.96	1,500.00	274.32	223.00	11.36	.....	2,008.68	1,953.28	64	
Greenville.....	3	5,120.75	1,500.00	200.00	275.00	8.40	.....	1,983.49	3,146.26	39	Mail bags, \$1.05.
Hartman.....	3	8,647.10	1,312.50	.....	165.00	7.84	.....	1,485.24	7,161.76	17	Delinquent to Aug. 15, 1891.
Humboldt.....	3	3,171.78	1,200.00	.....	112.66	5.92	.....	1,318.58	1,853.20	42	
Jackson.....	3	10,810.73	2,200.00	1,300.00	.....	41.15	2,017.89	5,550.04	4,751.90	54	
Jellico.....	3	1,517.65	730.98	123.11	63.49	1.53	.....	5,019.09	5,988.56	61	Government building.
Johnson City.....	3	6,154.61	1,800.00	200.00	159.92	15.92	.....	2,848.92	3,305.69	36	Presidential, Oct. 8, 1891.
Knoxboro.....	3	2,216.22	1,000.00	400.00	92.50	4.23	.....	1,495.73	719.49	68	Mail bags, 35 cents.
Knoxville.....	1	73,484.12	3,200.00	9,187.84	.....	288.82	15,117.93	27,704.61	45,689.51	38	Government building.
Lebanon.....	3	4,207.45	1,800.00	400.00	202.00	7.52	.....	2,299.52	1,917.93	54	Mail bags, 30 cents.
McKenzie.....	3	2,070.15	1,000.00	100.00	75.83	7.83	.....	1,176.69	893.46	56	Mail bags, 40 cents.
McMinnville.....	3	2,973.20	1,300.00	262.50	132.50	6.24	.....	1,701.24	1,272.06	57	

Milan.....	3	2,081.12	1,000.00	125.09	139.50	2.87	.....	1,267.37	793.75	61	Mail bags, 15 cents.
Maryville.....	3	1,800.10	915.76	137.50	124.49	2.56	.....	1,180.31	749.79	61	Mail bags, 40 cents; Presidential Government building.
Memphis.....	1	154,398.22	8,500.00	23,831.87	.....	683.06	26,014.93	54,680.26	99,656.06	35	Do.
Memphis.....	3	4,420.69	1,600.00	300.00	232.24	11.32	.....	2,143.76	2,276.93	49	Presidential, Jan. 1, 1892.
Memphis.....	3	5,777.15	1,700.00	862.50	138.25	13.64	.....	2,219.50	3,567.65	38	Mail bags, 25 cents.
Memphis.....	1	159,699.42	1,300.00	24,750.48	260.00	1,062.64	29,353.27	59,836.63	100,862.79	37	
Memphis.....	3	3,242.81	1,300.00	350.00	207.00	4.83	.....	1,761.83	1,460.98	54	
Memphis.....	3	4,241.09	1,500.00	350.00	259.99	8.24	.....	2,118.33	2,122.86	50	
Memphis.....	3	990.89	1,500.00	200.00	66.04	1.36	.....	767.40	223.49	77	
Memphis.....	3	7,703.94	1,800.00	100.00	240.00	4.16	.....	2,144.16	5,559.78	23	
Memphis.....	3	3,967.65	1,500.00	400.00	176.59	7.76	.....	2,081.35	1,873.30	83	
Memphis.....	3	3,076.32	1,500.00	100.00	265.20	3.46	.....	1,770.00	1,396.32	58	
Memphis.....	3	2,150.47	1,000.00	.....	101.00	3.04	.....	1,171.54	978.93	54	
Memphis.....	3	2,588.18	1,100.00	67.50	130.00	2.17	.....	1,372.17	1,216.01	53	
Memphis.....	3	2,779.70	1,200.00	140.00	179.99	4.00	.....	1,383.99	1,395.71	50	
Memphis.....	3	3,724.79	1,500.00	200.00	245.00	10.72	.....	1,955.72	1,789.07	53	
Memphis.....	3	5,571.44	1,700.00	200.00	231.35	13.52	.....	2,144.87	3,426.57	39	
Memphis.....	3	3,113.97	1,306.00	140.10	140.10	7.36	.....	1,447.46	1,666.51	46	
Total.....		627,464.64	67,759.24	81,413.18	8,276.78	5,317.27	90,462.99	253,229.46	374,255.18	40	
TEXAS.											
Abilene.....	3	7,505.62	1,900.00	300.00	460.00	9.44	.....	2,699.44	4,836.18	36	Presidential, Jan. 1, 1892.
Albany.....	3	1,003.97	1,500.00	40.00	36.25	7.72	.....	1,502.18	1,050.79	59	
Alvarado.....	3	2,552.97	1,200.00	115.00	184.06	3.12	.....	1,668.78	1,824.57	49	
Anwarillo.....	3	3,468.35	1,300.00	150.00	218.30	4.48	.....	1,276.00	887.03	59	
Atlanta.....	3	2,163.03	1,000.00	150.00	126.00	.....	.....	19,658.78	20,567.79	40	Government building.
Austin.....	2	40,226.57	2,800.00	9,200.00	.....	189.14	7,399.64	736.81	1,263.46	70	Presidential, Dec. 1, 1891.
Beard.....	3	1,037.45	1,584.24	58.62	81.37	88	.....	1,595.96	1,263.46	56	
Bellinger.....	3	2,859.45	1,300.00	150.00	142.55	3.44	.....	1,579.92	588.07	72	
Beaumont.....	3	2,167.90	1,100.00	300.00	173.20	6.72	.....	2,295.78	3,709.88	38	
Beaumont.....	3	5,995.84	1,800.00	325.00	153.00	7.76	.....	1,394.69	2,223.80	38	
Beaumont.....	3	3,608.48	1,200.00	181.25	181.25	3.44	.....	2,653.92	4,219.65	39	
Belton.....	3	6,873.57	1,700.00	584.24	380.00	9.68	.....	2,536.90	6,321.05	46	Presidential, Jan. 1, 1892.
Big Spring.....	3	1,157.85	1,500.00	.....	38.00	80	.....	2,258.39	3,350.71	40	
Bonham.....	3	5,600.04	1,700.00	220.65	320.00	7.68	.....	1,544.82	882.13	64	
Bowie.....	3	2,426.96	1,200.00	198.00	143.90	1.92	.....	2,841.79	4,657.93	38	
Brownsville.....	3	7,522.72	1,900.00	500.00	449.00	15.76	.....	1,845.47	1,279.62	57	
Brownwood.....	3	3,225.00	1,400.00	200.00	243.31	2.16	.....	2,212.32	4,827.94	31	
Bryn.....	3	7,041.26	1,700.00	150.00	225.50	6.32	.....	2,068.18	3,154.55	40	
Burnet.....	3	2,800.74	1,200.00	150.00	115.80	7.68	.....	1,171.60	872.14	72	
Caldwell.....	3	2,020.42	1,000.00	100.00	75.00	2.80	.....	1,177.99	842.43	53	Mail bags, 75 cents.
Calvert.....	3	3,656.91	1,400.00	100.00	194.50	2.99	.....	1,624.94	2,030.97	44	
Cameron.....	3	3,898.23	1,300.00	400.00	160.00	3.44	.....	1,862.96	2,021.27	48	
Childress.....	3	1,267.94	1,500.00	37.50	49.56	2.96	.....	1,694.02	677.92	47	Presidential, Jan. 1, 1892.
Cisco.....	3	2,836.14	1,200.00	400.00	92.07	2.25	.....	1,161.82	1,666.18	59	Mail bags, 25 cents.
Clarendon.....	3	1,632.28	1,500.00	133.27	149.94	5.44	.....	2,011.23	1,907.78	61	Presidential, Aug. 1, 1891.
Clarksville.....	3	3,319.01	1,500.00	300.00	208.99	2.24	.....	2,442.61	4,188.74	37	
Cleburne.....	3	6,631.35	1,700.00	399.97	332.60	9.84	.....	.....	.....	.....

No. 10.—Gross receipts, expenses, and net revenue of *Presidential post-offices for the fiscal year ended June 30, 1892*—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
TEXAS—continued.											
Coleman.....	3	\$3,133.04	\$1,300.00	\$25.00	\$150.23	62.72	.....	\$1,475.33	\$1,657.71	47	
Colorado.....	3	4,611.24	1,600.00	100.00	55.00	6.30	.....	1,757.72	2,453.52	38	
Columbus.....	3	2,969.85	1,300.00	.....	147.00	.....	.....	1,752.30	1,217.55	59	Mail bags, 50 cents.
Comanche.....	3	3,508.61	1,200.00	250.00	190.80	1.20	.....	1,642.00	1,866.61	47	
Corpus Christi.....	3	6,828.37	1,800.00	200.00	296.00	10.56	.....	2,305.56	4,520.81	34	
Corsicana.....	2	10,002.35	2,200.00	400.00	400.00	9.57	.....	4,109.57	5,892.78	41	
Crockett.....	3	2,452.58	1,100.00	175.00	180.00	1.84	.....	1,450.84	995.74	59	
Cuero.....	3	4,492.14	1,600.00	250.00	258.25	8.72	.....	2,116.97	2,375.17	47	
Dallas.....	1	110,264.43	3,300.00	17,872.22	.....	317.91	\$17,015.65	38,435.78	71,828.65	35	Government building.
Declar.....	3	4,049.84	1,500.00	350.00	260.00	3.60	.....	2,113.60	1,936.24	52	
Del Rio.....	2	2,168.44	1,100.00	.....	.....	7.73	.....	1,260.72	907.72	54	
Denison.....	3	17,354.93	2,500.00	3,100.00	549.80	287.45	5,145.30	11,532.55	5,802.38	67	
DeLeon.....	3	4,987.50	1,600.00	300.00	320.00	4.64	.....	2,224.64	2,762.86	45	
Dublin.....	3	2,931.06	1,300.00	200.00	225.00	5.49	.....	1,730.49	1,200.57	50	Mail bags, \$1.25.
Euclid Pass.....	3	3,769.16	1,500.00	125.00	251.50	1.76	.....	1,878.26	1,910.90	50	
El Paso.....	2	17,763.00	2,600.00	3,300.00	750.00	316.08	2,380.40	9,248.55	8,516.45	52	
El Paso.....	3	4,565.74	1,500.00	3,300.00	224.96	4.64	.....	1,709.60	2,856.14	36	
Farmerville.....	3	1,648.02	750.00	150.00	98.53	1.12	.....	1,000.65	647.37	61	
Flintonia.....	3	2,483.21	1,200.00	138.32	163.85	4.74	.....	1,526.91	956.30	62	Presidential, Oct. 1, 1892.
Fort Worth.....	1	46,862.50	3,300.00	7,800.00	1,600.00	360.54	11,180.37	24,660.91	22,611.59	51	Mail bags, 50 cents.
Gainesville.....	3	11,862.57	2,300.00	1,663.70	360.00	229.09	2,231.73	6,617.52	6,245.05	56	
Galveston.....	1	74,488.29	2,200.00	11,800.00	300.00	363.59	12,841.62	24,446.21	46,042.08	38	
Gatesville.....	3	2,859.10	1,200.00	800.00	200.00	192.00	.....	1,862.00	897.10	66	Government building.
Georgetown.....	3	4,791.89	1,600.00	324.80	272.00	4.40	.....	2,201.20	2,590.69	46	
Gonzales.....	4	3,113.56	1,400.00	250.00	37.00	1.86	.....	1,886.64	1,226.91	61	Presidential, Jan. 1, 1892.
Granbury.....	3	1,267.33	550.00	50.00	87.00	1.86	.....	686.86	598.47	53	
Greenville.....	3	7,629.62	1,800.00	360.00	360.00	13.20	.....	2,823.20	5,106.42	33	Presidential, May 16, 1892.
Hearne.....	3	316.54	129.12	32.28	.....	1.16	.....	1,161.81	154.73	51	
Hempstead.....	3	2,336.16	1,100.00	100.00	136.00	4.94	.....	1,381.14	1,008.02	57	
Hendrietta.....	3	4,081.25	1,500.00	400.00	213.75	5.44	.....	2,116.19	1,962.06	52	
Henderson.....	3	2,257.55	1,000.00	450.00	129.45	3.22	.....	1,582.67	674.88	70	
Hico.....	3	584.88	250.00	37.50	40.00	.....	.....	2,047.49	2,338.20	38	Mail bags, \$1.30.
Hillaburo.....	3	5,380.69	1,700.00	250.00	91.65	5.84	.....	828.10	2,006.59	61	Presidential, Apr. 1, 1892.
Honey Grove.....	3	4,194.04	1,500.00	187.50	277.08	4.96	.....	1,970.14	2,223.90	38	
Houston.....	1	87,865.79	3,100.00	9,889.13	.....	301.32	11,163.65	24,441.69	83,441.69	47	Government building.
Hubbard.....	3	874.65	500.00	.....	42.46	.....	.....	542.73	331.92	63	Presidential, Jan. 1, 1892.
Huntsville.....	3	5,365.86	1,700.00	125.00	812.50	2.94	.....	2,140.46	3,225.40	40	
Jackson.....	3	4,011.96	1,500.00	200.00	.....	5.28	.....	1,703.28	2,308.68	48	Government building.
Kaufman.....	3	2,167.65	1,000.00	120.00	26.50	2.68	.....	1,148.58	1,009.07	53	
Kerrville.....	3	1,100.86	500.00	87.50	.....	1.12	.....	658.93	1,432.94	49	
La Grange.....	3	3,084.36	1,400.00	850.00	239.95	6.72	.....	1,106.67	1,987.69	66	Presidential, Jan. 1, 1892.

[illegible]

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
VIRGINIA—continued.											
Romoke.....	1	\$38,294.08	\$3,900.00	\$4.70 1.00	\$525.00	\$298.74	\$6,304.80	\$15,628.54	\$22,665.54	41	
Salem.....	2	9,658.43	2,100.00	1.05 1.15	390.00	108.41	.....	3,681.56	6,278.87	37	
Shenandoah.....	3	1,391.51	1,750.00	.....	119.99	1.68	.....	871.67	521.84	63	Presidential, Oct. 1, 1891.
South Boston.....	3	3,254.39	1,300.00	240.00	223.25	5.68	.....	1,768.93	1,487.46	54	
Staunton.....	2	19,802.16	2,600.00	2,700.00	591.80	112.85	.....	6,527.98	10,274.18	48	
Suffolk.....	3	6,966.57	1,600.00	400.00	410.00	23.12	.....	2,845.12	4,141.45	41	
Warrenton.....	3	4,147.22	1,600.00	350.00	199.60	3.46	.....	2,159.44	1,987.78	52	
Waynesboro.....	3	3,126.38	1,400.00	100.00	220.00	3.46	.....	1,733.68	1,392.70	55	
Wet Point.....	3	2,213.81	1,100.00	100.00	179.38	3.16	.....	1,352.54	831.27	62	
Williamsburg.....	3	1,148.44	500.00	.....	49.15	2.32	.....	4,351.47	594.97	48	Presidential, Jan. 1, 1892.
Winchester.....	2	9,392.79	2,100.00	1,233.15	540.00	524.28	.....	4,397.43	5,035.36	48	
Woodstock.....	2	2,175.72	1,100.00	300.00	129.78	3.04	300.00	1,578.82	5,035.36	73	Mail bags, 40 cents.
W. yneville.....	3	5,278.84	1,600.00	350.00	250.75	15.51	.....	2,216.24	3,063.60	42	Mail bags, 40 cents.
Total.....		626,535.28	87,307.07	77,991.28	10,872.98	3,985.67	98,516.02	278,673.02	347,862.26	44	
WASHINGTON.											
Aberteen.....	3	3,450.85	1,400.00	.....	251.25	2.98	.....	1,654.21	1,796.64	48	
Anacostia.....	3	2,627.85	1,110.87	.....	88.87	1.28	.....	1,748.98	1,878.87	50	Presidential, Sept. 15, 1891.
Blaine.....	3	1,014.75	687.61	.....	269.45	3.38	.....	1,748.98	2,079.95	74	Presidential, Nov. 26, 1891.
Centralia.....	3	4,089.12	1,700.00	100.00	127.50	4.16	.....	2,091.81	2,784.31	43	
Chelaha.....	3	4,089.12	1,700.00	100.00	127.50	4.16	.....	1,631.66	2,457.46	40	
Cheney.....	3	1,968.18	1,200.00	200.00	300.00	2.24	.....	1,600.24	3,977.94	81	
Colfax.....	3	8,575.52	1,900.00	724.73	300.00	4.56	.....	2,929.29	5,646.23	34	
Dayton.....	3	4,687.63	1,500.00	300.00	50.00	3.04	.....	1,863.04	2,824.59	45	
Ellensburg.....	3	5,844.21	1,800.00	199.86	405.00	5.86	.....	2,410.34	3,433.87	41	
Fairhaven.....	2	7,565.84	2,100.00	1,200.00	460.00	3.04	.....	3,763.04	3,802.80	50	
Hogskam.....	2	2,201.46	1,300.00	200.00	222.00	2.10	.....	1,724.10	477.36	77	Mail bags, 50 cents.
Kent.....	3	753.34	500.00	.....	82.50	1.16	.....	582.66	170.68	77	Presidential, Jan. 1, 1892.
Montesano.....	3	2,864.74	1,400.00	.....	245.75	5.84	.....	1,651.59	1,213.15	58	
Mount Vernon.....	3	1,302.06	580.00	.....	92.50	.96	.....	643.46	659.60	49	Do.
New Whatcom.....	3	9,405.57	1,800.00	734.07	342.07	6.08	.....	2,882.22	6,523.35	31	
North Yakima.....	3	4,654.36	1,600.00	500.00	295.00	2.48	.....	2,397.48	2,256.88	51	
Okeasdale.....	3	1,556.74	500.00	80.00	92.50	5.46	.....	683.06	863.68	44	Do.
Olympia.....	2	11,648.13	2,800.00	1,500.00	646.08	13.68	1,108.80	5,568.57	6,077.56	48	
Palouse.....	3	3,750.94	1,200.00	.....	312.90	1.44	.....	1,413.44	2,337.50	37	
Pomeroy.....	3	2,267.94	1,100.00	200.00	180.00	1.36	.....	1,480.24	817.70	66	Do.
Port Angeles.....	3	1,595.82	660.00	25.00	115.00	1.96	.....	701.36	774.46	51	
Port Townsend.....	2	4,981.24	2,200.00	2,000.00	423.00	7.09	1,107.02	5,797.51	3,183.73	43	Do.
Pullman.....	2	1,651.50	1,000.00	50.00	103.00	1.92	.....	5,744.10	8,387.49	46	

Puyallup.....	3,508.26	1,400.00	228.98	1.84	.....	1,692.79	1,879.47	46
Seattle.....	92,120.74	3,300.00	2,700.00	298.75	17,136.80	41,918.50	50,312.17	45
Shobomish.....	6,203.90	1,400.00	289.50	1.44	.....	1,948.32	4,335.57	31
South Bend.....	2,730.83	1,125.00	202.50	1.92	.....	1,928.12	1,401.41	49
Spokane.....	48,091.78	3,100.00	1,821.41	251.73	10,147.81	28,010.25	20,680.88	57
Spokane.....	3,886.13	1,500.00	202.00	2.19	.....	1,804.15	1,981.89	49
Spokane.....	75,500.68	2,200.00	3,600.00	135.53	15,538.17	35,704.69	39,705.99	47
Tacoma.....	5,644.77	1,700.00	885.00	7.04	.....	2,523.62	3,110.15	45
Tacoma.....	14,510.40	2,400.00	620.00	16.10	2,634.88	7,721.04	6,789.36	53
Walla Walla.....	349,852.67	49,643.48	15,501.26	759.70	47,663.48	168,987.73	180,864.94	48
Total								
WEST VIRGINIA.								
Alderson.....	1,041.04	500.00	75.00	.97	.....	622.84	418.40	60
Bluefield.....	3,667.84	1,200.00	225.00	5.44	.....	1,530.44	2,137.40	42
Buckhannon.....	3,638.80	1,200.00	191.50	5.92	.....	1,747.42	1,891.38	48
Charleston.....	20,836.76	2,500.00	305.00	48.08	2,131.26	7,379.34	13,447.42	35
Charlestown.....	5,563.48	1,700.00	305.00	13.16	.....	2,118.36	3,445.12	38
Clarksburg.....	5,944.25	1,700.00	500.00	34.40	.....	2,234.40	3,709.85	38
Davis.....	1,345.16	600.00	23.90	2.24	111.06	737.20	607.96	55
Fairmont.....	5,273.19	1,600.00	196.68	17.84	.....	2,066.50	3,206.69	39
Grafton.....	4,785.48	1,600.00	250.00	25.60	.....	2,055.60	2,739.88	43
Hinton.....	3,767.69	1,400.00	202.62	4.56	.....	1,889.68	1,888.01	49
Huntington.....	12,848.29	2,200.00	700.00	40.16	256.98	4,867.14	8,161.15	36
Keyser.....	3,022.37	1,300.00	180.00	9.44	.....	1,701.94	1,320.43	56
Lewisburg.....	2,364.72	1,000.00	119.87	3.06	.....	1,423.03	941.69	60
Mannington.....	914.83	500.00	72.00	1.12	.....	623.12	291.81	68
Martinsburg.....	7,973.23	1,900.00	173.10	30.56	.....	2,503.66	5,469.57	31
Morgantown.....	3,913.30	1,500.00	177.00	11.68	.....	1,888.66	2,024.62	48
Moundsville.....	3,610.81	1,400.00	238.72	10.40	.....	1,649.12	1,961.69	54
New Cumberland.....	3,014.40	1,400.00	212.00	10.16	.....	1,622.16	1,392.24	54
Parkersburg.....	20,028.11	2,500.00	2,754.34	109.58	4,588.45	9,950.37	10,077.74	50
Piedmont.....	4,899.73	1,600.00	235.00	16.80	.....	1,851.80	3,046.93	38
Point Pleasant.....	2,720.39	1,200.00	119.75	4.40	.....	1,474.15	1,246.24	54
Ravenswood.....	2,039.26	1,000.00	190.79	5.12	.....	1,254.41	1,784.35	62
Richwood.....	2,680.66	1,100.00	140.00	3.63	.....	1,668.13	1,294.53	51
Richwood.....	2,438.40	1,400.00	151.00	1.26	.....	1,668.45	1,875.06	45
Wellburg.....	4,666.24	1,500.00	298.75	12.64	.....	2,631.99	2,694.05	44
Wheeling.....	62,544.64	3,100.00	10,356.52	409.95	14,130.91	27,897.38	34,547.26	45
Total	196,553.27	38,700.00	20,924.45	848.47	27,216.66	85,939.01	110,614.26	44
WISCONSIN.								
Antigo.....	5,264.06	1,700.00	355.00	4.64	.....	2,309.64	2,954.42	44
Appleton.....	16,237.68	2,400.00	900.00	38.10	4,335.47	9,773.57	6,464.11	60
Ashland.....	15,984.92	2,400.00	600.00	3.00	5,352.93	10,360.83	5,003.96	68
Augusta.....	2,464.06	1,100.00	150.50	1.96	.....	1,251.89	1,212.20	51
Ramoth.....	7,489.56	1,800.00	360.00	7.52	.....	2,467.52	5,022.04	38

Delinquent third quarter 1891.

Mail bags, 25 cents. Presidential,
Jan. 1, 1892.

Government building.

Do.

Presidential, Jan. 1, 1892.

Mail bags, 50 cents.
Delinquent third and fourth quar-
ters, 1891.

Government building.

Mail bags, 35 cents.

Government building.

No. 10.—Gross receipts, expenses, and net revenue of Presidential post-offices for the fiscal year ended June 30, 1892.—Continued.

Office.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WISCONSIN—continued.											
Bayfield.....	3	\$2,542.19	\$1,100.00	.....	\$180.00	\$2.64	.....	\$1,282.64	\$1,259.55	50	
Beaver Dam.....	3	5,717.97	1,700.00	.....	298.00	4.24	.....	3,715.73	3,715.73	35	
Beloit.....	3	13,034.22	2,300.00	.....	940.00	29.44	\$3,458.04	8,027.48	4,716.74	64	
Berlin.....	3	8,868.95	1,900.00	.....	310.00	4.80	.....	2,714.80	6,154.15	31	
Black River Falls.....	3	4,149.93	1,500.00	.....	280.00	3.04	.....	2,083.04	2,066.89	50	
Boscobel.....	3	2,614.53	1,200.00	.....	134.85	2.48	.....	1,497.13	1,117.40	57	
Bredhead.....	3	2,184.91	1,300.00	.....	228.34	1.84	.....	1,675.18	1,436.73	32	
Burlington.....	3	6,064.19	1,400.00	.....	250.45	1.40	.....	1,704.85	2,249.34	43	
Chilton.....	3	2,340.70	1,000.00	.....	112.61	17.44	.....	1,236.56	1,114.15	53	
Chippewa Falls.....	3	10,454.39	2,100.00	.....	800.00	17.62	4,584.66	8,402.28	1,651.11	84	
Clinon.....	3	2,751.35	1,200.00	.....	200.00	2.56	.....	1,532.56	1,196.79	56	
Clinonville.....	3	2,088.40	1,100.00	.....	180.00	1.32	.....	1,281.52	816.88	61	
Columbus.....	3	4,011.94	1,500.00	272.50	.....	2.88	.....	1,775.38	2,236.56	44	
Cumberland.....	3	2,078.70	1,000.00	.....	150.00	2.96	.....	1,150.96	927.74	55	
Darlington.....	3	3,524.13	1,400.00	100.00	250.00	2.88	.....	1,732.88	1,791.25	50	
De la Van.....	3	4,537.21	1,600.00	.....	218.64	4.32	.....	1,822.96	2,714.25	40	
De Pere.....	3	3,937.60	1,400.00	85.77	250.00	4.32	.....	1,740.09	2,197.51	44	
Dodgeville.....	3	3,184.00	1,300.00	200.00	224.25	1.36	.....	1,725.61	1,458.39	54	
Durand.....	3	3,465.67	250.00	30.00	28.67	3.32	.....	309.99	155.68	67	
Eau Claire.....	2	24,685.47	2,600.00	2,800.00	1,500.00	93.66	6,933.53	13,947.19	10,748.28	56	
Edgerton.....	3	2,855.82	1,200.00	201.35	186.25	1.96	.....	1,591.46	1,264.36	56	
Elkhorn.....	3	3,176.09	1,400.00	.....	141.75	1.68	.....	1,543.43	1,632.66	49	
Evansville.....	3	3,539.34	1,600.00	.....	132.00	1.60	.....	1,733.60	1,805.74	49	
Florence.....	3	2,514.67	1,200.00	.....	200.00	4.08	.....	1,404.08	1,110.59	56	
Fond du Lac.....	3	16,183.10	2,400.00	2,700.00	909.85	3.00	5,157.42	11,170.37	5,012.73	69	
Fort Atkinson.....	3	7,238.60	1,700.00	250.00	308.00	3.52	.....	2,301.52	5,037.08	31	
Fort Howard.....	3	3,895.96	1,400.00	500.00	230.19	3.28	.....	2,133.47	1,802.49	53	
Grand Rapids.....	3	2,610.61	1,100.00	112.50	176.75	2.48	.....	1,391.73	1,218.88	54	
Green Bay.....	2	15,699.99	2,400.00	1,650.00	1,000.00	24.06	4,362.15	9,436.21	6,263.78	60	
Hartford.....	3	3,937.36	500.00	.....	51.60	4.40	.....	552.00	445.36	55	Presidential, Jan. 1, 1892.
Hayward.....	3	2,399.67	1,100.00	50.00	174.75	2.08	.....	1,324.83	1,074.84	55	
Horton.....	3	2,156.40	1,000.00	.....	114.53	1.28	.....	1,115.80	1,040.60	52	
Hudson.....	3	4,890.36	1,600.00	162.00	310.75	11.36	.....	2,084.11	2,796.25	43	
Hurley.....	3	4,944.61	1,700.00	200.00	295.00	3.70	.....	2,198.76	2,745.85	44	
Janeville.....	3	20,671.28	2,500.00	2,800.00	1,371.83	35	5,237.94	11,730.22	8,941.06	57	
Jefferson.....	3	4,681.13	1,600.00	100.00	220.47	8.68	.....	1,924.15	2,756.98	41	
Kaukauna.....	3	2,149.18	915.76	.....	144.44	2.16	.....	1,083.36	1,065.82	49	
Kenosha.....	3	9,073.11	2,100.00	1,000.00	495.34	11.36	.....	3,693.70	5,379.41	36	Presidential, Aug. 1, 1891.
Kilbourn City.....	3	2,398.55	1,100.00	75.00	180.00	1.13	.....	1,354.12	1,044.43	57	
La Crosse.....	1	40,738.25	3,000.00	6,600.32	163.56	10,667.69	.....	20,313.47	20,424.78	50	Government building.
Lake Geneva.....	1	5,366.63	1,700.00	100.00	200.00	7.36	.....	2,102.36	3,264.27	59	

Presidential, Apr. 1, 1892.

Presidential, Jan. 1, 1892.

Presidential, Aug. 1, 1891.

Government building.

Lake Mills	3	2,246.51	1,000.00	215.00	160.00	88	1,160.88	1,065.63	53		
Lancaster	3	3,620.68	1,400.00	5,500.00	246.06	2.00	1,963.06	1,757.62	51		
Leicester	2	88,924.88	2,300.00	1,100.00	458.34	102.83	14,877.28	23,487.61	39	Government building	
Manitowoc	2	10,270.65	2,000.00	1,208.00	433.15	14.34	3,072.58	6,068.07	35		
Marquette	2	11,183.66	2,200.00	1,112.50	272.30	13.23	6,069.18	5,064.48	55		
Marshfield	3	4,733.68	1,500.00	225.00	272.30	3.12	1,387.92	2,845.76	40		
Manston	3	3,198.09	1,400.00	25.00	225.00	1.76	1,628.76	1,571.33	51		
Medford	3	2,710.65	1,200.00	400.00	200.00	6.08	2,411.08	1,283.69	53		
Menasha	3	5,135.36	1,700.00	500.00	358.00	6.58	2,564.56	3,204.84	44		
Menomonee	3	5,769.40	2,000.00	938.50	430.00	60.30	3,428.80	5,425.01	39		
Merrill	3	8,651.81	2,000.00	54,492.39	2,055.60	1,089.63	150,417.31	280,719.74	35	Do.	
Milwaukee	1	431,267.05	3,800.00	200.00	2,055.60	60.30	1,857.28	1,717.48	52		
Mineral Point	3	8,574.75	1,400.00	300.00	383.20	6.48	3,499.68	4,286.23	37		
Monroe	3	6,785.91	1,800.00	97.50	140.00	1.20	2,395.40	6,200.32	56		
Monroe	3	2,854.36	1,000.00	225.00	280.00	10.40	2,395.40	1,774.10	38		
Neenah	3	8,595.72	1,800.00	250.00	270.00	3.45	1,931.65	1,645.29	45	Mail bags, 25 cents.	
Nellville	3	3,797.55	1,500.00	50.00	270.00	2.64	1,698.10	2,539.07	43		
New London	3	2,978.24	1,400.00	56.40	129.31	4.16	1,973.62	2,244.43	45		
New Richmond	3	3,942.53	1,500.00	200.00	268.00	5.82	2,104.20	2,134.02	44		
Oconomowoc	3	4,512.98	1,700.00	182.50	236.50	5.20	1,697.77	17,586.20	48	Government building.	
Oconto	3	6,238.22	2,000.00	4,200.00	236.50	119.62	16,161.61	17,586.20	43		
Oshkosh	2	23,727.81	2,800.00	196.25	196.25	1.63	1,973.62	2,104.20	44		
Phillips	3	3,664.74	1,300.00	80.00	278.33	2.43	1,870.81	2,573.58	43		
Platteville	3	4,544.59	1,800.00	150.00	278.33	2.43	1,870.81	2,573.58	43		
Plymouth	3	3,004.49	1,200.00	500.00	335.00	3.54	1,253.64	1,651.45	43		
Port Washington	3	7,011.45	1,800.00	500.00	335.00	11.20	2,648.20	4,855.25	38		
Port Washington	3	2,872.17	1,100.00	225.15	180.00	1.62	1,231.52	1,651.66	45		
Prarie du Chien	3	2,086.21	1,300.00	225.15	221.50	3.64	1,734.49	1,844.72	57		
Racine	2	45,732.64	2,800.00	4,403.93	1,476.00	216.93	17,854.62	27,864.02	39		
Reedsburg	3	2,467.26	1,400.00	196.25	196.25	2.32	1,968.57	1,868.69	46		
Rhinelander	3	6,120.09	1,600.00	317.50	317.50	3.92	1,921.42	4,198.66	31		
Rice Lake	3	3,270.81	1,300.00	225.00	225.00	1.12	1,526.12	1,744.19	47		
Richland Center	3	3,795.34	1,400.00	390.00	283.00	1.36	1,954.36	1,841.98	51		
Ripon	3	6,120.30	1,700.00	500.00	381.50	7.76	2,589.26	3,531.04	42		
River Falls	3	3,823.63	1,400.00	248.00	248.00	4.00	1,663.00	2,170.68	43		
Shawano	3	2,500.20	1,100.00	212.50	180.00	3.20	1,685.70	1,004.50	60		
Shelby	2	3,046.28	2,300.00	170.00	170.00	1.52	1,471.52	1,574.76	48		
Shelby Falls	2	17,459.85	2,400.00	1,563.18	928.72	21.60	10,214.84	7,245.01	59		
Shullsburg	3	2,262.32	1,100.00	174.00	180.00	1.29	1,275.28	867.04	50		
South Kaukauna	3	2,743.96	1,100.00	300.00	223.90	2.64	1,282.64	1,401.32	47		
Sparta	3	5,616.78	1,700.00	300.00	380.00	7.20	2,231.10	3,388.68	40		
Stevens Point	3	10,141.88	1,900.00	300.00	380.00	14.24	2,574.24	7,567.64	25		
Stoughton	3	5,096.11	1,600.00	100.00	355.00	2.80	2,057.80	3,038.31	64		
Sturgeon Bay	3	2,617.45	1,100.00	400.00	178.00	5.50	1,676.56	940.89	60		
Superior	3	4,244.99	1,500.00	75.00	270.00	9.28	1,854.28	2,390.71	44		
Tonah	3	3,688.84	1,500.00	250.00	270.00	2.68	2,022.88	1,575.96	56		
Tomahawk	3	2,703.02	1,300.00	225.00	225.00	2.56	1,471.52	1,175.46	57		
Two Rivers	3	2,110.38	703.80	95.28	83.37	1.38	1,883.73	1,226.65	42	Mail bags, 50 cents, Presidential, Oct. 18, 1891.	
Viroqua	3	3,229.66	1,300.00	500.00	230.00	3.12	2,033.12	1,196.54	63		
Washburn	3	3,367.27	1,300.00	230.75	230.75	1.92	1,532.67	1,834.60	45		
Watertown	2	10,338.45	2,100.00	1,300.00	625.00	13.90	4,038.90	6,299.55	39		

REPORT OF THE POSTMASTER-GENERAL.

Offices.	Class.	Gross receipts.	Salary.	Clerk hire.	Rent, light, and fuel.	Other incidental expenses.	Free delivery.	Total expenses.	Net revenue.	Per cent expense to gross receipts.	Remarks.
WISCONSIN—continued.											
Waukesha.....	3	\$12,678.53	\$2,300.00	\$1,500.00	\$900.00	\$30.96	.....	\$4,730.96	\$7,947.57	37	
Waupaca.....	3	4,513.49	1,600.00	150.00	300.00	2.08	.....	3,053.08	2,461.41	45	
Waupun.....	3	4,877.06	1,700.00	25.00	355.00	2.64	.....	2,082.64	2,894.42	42	
Wausau.....	3	11,084.54	2,300.00	1,300.00	510.00	17.08	\$3,615.17	7,742.25	3,343.29	70	
Wausaukee.....	3	3,517.82	1,500.00	.....	209.35	7.76	.....	1,717.11	1,800.71	49	
West Superior.....	3	29,805.88	2,600.00	2,805.71	742.00	82.56	4,008.38	10,238.65	19,567.23	34	
Whitewater.....	3	7,767.68	1,900.00	16.43	371.00	9.84	.....	2,297.33	5,470.35	30	
Total.....	.....	1,170,217.65	167,469.56	115,953.76	35,767.82	3,084.30	177,905.51	500,151.05	670,066.60	43	
WYOMING.											
Buffalo.....	3	2,324.43	1,100.00	350.00	180.00	.....	.....	1,630.00	684.43	70	
Cheyenne.....	3	13,452.60	2,400.00	2,500.00	1,500.00	.....	.....	10,850.19	2,602.41	78	
Evansville.....	3	4,488.07	1,600.00	.....	300.00	19.52	4,160.67	1,900.00	2,588.07	43	
Lander.....	3	868.20	500.00	.....	80.00	32	.....	1,890.32	287.88	94	
Laramie.....	3	10,718.59	2,200.00	1,800.00	1,150.00	5.68	.....	4,655.68	6,062.91	43	
New Castle.....	3	662.17	500.00	.....	57.10	.....	.....	607.10	85.07	88	
Rawlins.....	3	4,328.36	1,800.00	249.99	283.70	4.72	.....	2,038.41	2,289.95	47	
Rock Springs.....	3	5,067.97	1,700.00	50.27	175.00	1.92	.....	1,927.19	3,140.78	38	
Total.....	.....	41,966.39	11,550.00	4,450.26	3,725.80	32.16	4,160.67	23,918.89	18,047.50	57	

Presidential, Jan. 1, 1892.
Do.

No. 11.—Statement showing the transactions of the money-order offices of the United States during the fiscal year ended June 30, 1892.

States and Territories.	Balance from last year.	Domestic money orders issued.			Postal notes issued.		
		Number.	Amount.	Fees.	Number.	Amount.	Fees.
Alabama	\$36,085.76	194,474	\$2,151,575.58	\$17,630.02	67,840	\$112,868.35	\$2,037.72
Alaska	3,194.98	1,283	31,247.18	189.20	453	836.77	13.59
Arizona	15,367.85	41,456	723,068.56	4,898.13	15,668	28,944.54	470.91
Arkansas	26,831.56	162,013	1,733,474.92	14,462.18	74,571	123,613.04	2,240.13
California	124,297.52	478,726	5,078,458.38	44,963.35	250,081	472,776.82	7,514.67
Colorado	66,491.94	219,754	2,595,628.61	20,560.02	113,187	195,065.76	3,399.75
Connecticut	19,768.98	149,602	1,457,272.81	12,766.22	101,790	179,836.08	3,058.71
Delaware	1,584.18	15,399	146,943.99	1,288.98	13,398	24,522.78	402.33
District of Columbia	13,723.51	60,965	762,096.78	5,863.63	30,568	58,201.84	921.15
Florida	25,290.93	133,727	1,298,555.58	11,311.70	69,238	114,426.51	2,061.01
Georgia	40,983.99	210,506	2,188,896.25	18,459.94	115,230	203,818.01	3,461.10
Idaho	43,294.85	48,433	738,493.97	5,275.90	22,003	39,216.41	661.50
Illinois	114,010.82	913,140	8,403,771.39	76,239.16	521,771	870,228.50	15,681.27
Indiana	54,097.60	511,109	4,371,794.23	46,765.43	275,074	457,270.22	8,284.01
Indian Territory	9,046.24	26,434	315,122.98	2,505.13	11,848	20,922.11	355.74
Iowa	83,207.48	626,147	4,700,499.71	47,077.77	483,478	760,469.86	14,522.25
Kansas	50,227.90	503,508	4,054,118.12	39,116.34	350,225	533,818.69	10,519.47
Kentucky	17,038.28	144,921	1,265,734.36	11,604.82	70,430	115,834.44	2,117.37
Louisiana	77,093.34	157,154	2,325,516.42	18,912.11	45,542	79,077.10	1,368.09
Maine	18,462.80	119,115	1,238,461.39	10,465.18	79,176	136,460.43	2,379.93
Maryland	9,046.99	80,213	908,453.96	7,418.04	66,319	123,949.29	2,014.08
Massachusetts	69,125.22	397,210	4,227,579.13	35,190.45	268,663	490,823.49	8,075.07
Michigan	64,592.54	565,663	5,020,803.02	45,813.59	324,108	537,643.89	9,735.36
Minnesota	46,492.07	307,847	2,733,425.76	24,983.58	172,019	279,250.36	5,170.98
Mississippi	34,316.58	210,218	2,280,156.92	18,066.74	61,296	101,564.03	1,639.75
Missouri	58,591.04	484,769	4,284,100.47	39,213.43	302,967	486,112.33	9,099.42
Montana	32,416.45	76,726	1,012,988.54	7,639.18	42,751	76,144.95	1,284.63
Nebraska	27,534.62	246,835	1,827,174.20	18,399.82	218,896	330,327.04	6,575.97
Nevada	5,980.01	30,240	458,626.06	3,297.68	11,674	28,552.47	350.52
New Hampshire	9,121.23	78,139	692,249.05	6,319.22	65,914	114,396.61	1,979.67
New Jersey	18,363.38	143,921	1,609,048.12	13,095.55	85,559	147,715.27	2,571.42
New Mexico	17,523.34	40,401	492,707.48	3,859.76	19,691	35,322.26	591.09
New York	247,343.87	854,347	9,149,468.88	75,849.76	555,591	901,585.40	16,712.31
North Carolina	22,228.71	167,442	1,708,857.19	14,620.60	85,318	160,707.53	2,563.96
North Dakota	7,177.20	48,112	607,556.56	4,268.32	40,345	67,667.61	1,212.63
Ohio	74,682.28	769,576	6,931,295.04	62,828.39	462,010	760,205.49	13,877.26
Oklahoma	2,717.71	18,584	190,801.92	1,615.44	11,747	20,608.74	352.59
Oregon	83,457.88	139,050	1,698,536.33	13,334.36	75,276	129,268.97	2,261.67
Pennsylvania	102,635.75	707,807	7,249,088.78	61,573.42	464,570	816,561.66	13,955.04
Rhode Island	7,658.01	47,757	525,387.05	4,304.03	25,521	44,485.93	767.37
South Carolina	20,249.00	121,010	1,062,763.70	9,767.63	53,333	91,266.38	1,602.57
South Dakota	17,806.22	95,840	900,280.34	8,016.60	80,792	135,165.87	2,426.82
Tennessee	23,493.02	169,070	1,576,010.12	14,018.16	69,699	115,607.98	2,095.05
Texas	137,246.15	603,463	7,213,321.98	57,216.32	262,487	422,233.14	7,886.55
Utah	20,861.72	53,571	715,774.14	5,362.17	26,302	47,158.65	759.87
Vermont	8,237.19	63,416	539,011.47	5,022.85	47,042	78,638.29	1,413.33
Virginia	25,446.02	155,289	1,549,869.12	13,333.89	79,610	137,804.70	2,393.65
Washington	29,133.17	177,325	2,089,146.75	16,616.26	88,630	152,805.87	2,662.23
West Virginia	8,758.28	67,515	617,556.77	5,553.22	43,026	73,555.12	1,293.93
Wisconsin	71,370.11	406,042	3,725,072.54	33,286.65	213,802	360,738.12	6,421.80
Wyoming	8,326.79	30,218	359,061.47	2,837.46	14,601	25,259.82	438.57
Total	2,148,281.15	12,069,442	120,066,801.07	1,036,074.98	7,050,040	11,895,765.51	211,856.25

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	International orders issued.			Foreign exchange received.	No. certificates of deposit.	Deposits received from postmasters.
	Number.	Amount.	Fees.			
Alabama.....	2,585	\$50,717.39	\$692.70	.....	11,412	\$1,050,312.61
Alaska.....	120	5,012.96	52.70	.....	.....	.....
Arizona.....	499	13,868.06	152.80	.....	.....	4,540.00
Arkansas.....	1,203	20,175.48	245.00	.....	10,215	789,673.46
California.....	51,076	955,278.79	11,223.20	\$41,121.29	29,766	4,822,225.65
Colorado.....	22,316	528,148.71	5,906.80	.....	12,405	1,689,141.58
Connecticut.....	31,091	469,304.63	5,816.60	.....	6,292	539,301.00
Delaware.....	1,654	19,666.90	266.70	.....	.....	.....
District of Columbia.....	5,952	92,464.85	1,166.80	.....	6,679	1,040,833.61
Florida.....	2,396	51,348.52	596.05	.....	7,314	566,936.79
Georgia.....	3,736	77,014.87	895.50	.....	19,599	1,475,161.91
Idaho.....	1,026	24,120.27	263.80	.....	1,124	175,062.45
Illinois.....	95,419	1,526,273.88	18,836.00	.....	84,728	9,010,526.40
Indiana.....	8,803	132,504.36	1,729.80	.....	26,929	1,662,180.11
Indian Territory.....	794	26,445.22	312.70	.....	.....	.....
Iowa.....	9,143	113,563.28	1,541.60	.....	43,421	2,235,338.22
Kansas.....	5,153	71,695.89	937.80	.....	4,138	268,942.50
Kentucky.....	4,531	70,497.16	872.00	.....	7,531	497,563.09
Louisiana.....	8,267	233,238.48	2,555.40	.....	24,670	2,917,894.37
Maine.....	7,938	129,126.54	1,583.40	.....	10,061	839,154.56
Massachusetts.....	9,543	145,692.33	1,832.60	.....	10,183	889,569.96
Maryland.....	109,327	1,598,398.14	19,890.20	.....	31,068	3,480,498.40
Michigan.....	38,156	541,453.31	6,964.15	.....	31,830	1,970,880.96
Minnesota.....	16,165	229,576.70	2,956.85	.....	34,636	2,362,212.71
Mississippi.....	646	12,000.54	142.30	.....	.....	.....
Missouri.....	17,742	277,435.52	3,430.55	.....	102,105	7,385,632.78
Montana.....	13,889	329,935.39	3,610.50	.....	5,829	912,513.21
Nebraska.....	5,543	71,678.57	943.00	.....	19,670	1,206,525.64
Nevada.....	1,512	36,747.73	407.25	.....	.....	335.00
New Hampshire.....	6,933	100,985.41	1,268.35	.....	.....	.....
New Jersey.....	49,574	675,674.70	8,596.30	.....	2,784	148,520.13
New Mexico.....	825	18,971.62	214.80	.....	4,108	352,514.00
New York.....	238,921	3,284,856.18	41,754.40	112,294.22	76,705	26,920,195.49
North Carolina.....	1,134	25,355.69	295.50	.....	4,243	282,864.00
North Dakota.....	1,524	23,118.65	293.10	.....	.....	.....
Ohio.....	36,697	485,619.54	6,847.00	.....	56,464	2,564,928.78
Oklahoma.....	33	429.12	5.60	.....	.....	.....
Oregon.....	7,754	159,165.87	1,840.20	.....	19,069	2,100,070.67
Pennsylvania.....	81,589	1,178,542.19	14,906.40	.....	61,240	6,806,214.50
Rhode Island.....	16,633	233,859.78	2,973.30	.....	2,662	226,289.00
South Carolina.....	1,553	32,373.16	375.70	.....	9,641	686,311.98
South Dakota.....	3,129	66,288.40	748.25	.....	1,769	183,840.41
Tennessee.....	2,965	46,490.28	571.10	.....	17,277	1,261,377.23
Texas.....	9,224	148,667.21	1,831.70	.....	41,731	4,189,274.91
Utah.....	5,612	99,342.26	1,191.30	.....	5,221	631,796.39
Vermont.....	4,853	76,803.63	936.75	.....	.....	.....
Virginia.....	4,217	80,579.16	946.50	.....	15,646	1,272,409.19
Washington.....	9,982	208,621.57	2,402.30	.....	1,895	188,336.59
West Virginia.....	1,128	18,396.04	224.20	.....	.....	.....
Wisconsin.....	20,554	269,666.20	3,529.70	.....	30,887	2,631,962.06
Wyoming.....	1,417	30,079.98	345.10	.....	.....	.....
Total.....	983,476	15,120,271.55	187,323.80	153,415.57	892,957	106,349,972.48

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Drafts on postmaster at New York, N. Y.	Drafts on assistant treasurer at New York, N. Y.	Transferred from postage fund.	Gain.	Balance due postmasters.	Domestic money orders paid.	
						Number.	Amount.
Alabama.....	\$78,560.00		\$6,931.32	.94	\$155.50	97,996	\$1,263,128.50
Alaska.....						111	3,937.33
Arizona.....	28,295.00		943.25	.25		10,940	289,678.70
Arkansas.....	58,500.00		3,635.54		116.69	70,791	940,536.45
California.....	139,135.23		37,225.31		216.07	373,045	5,292,471.99
Colorado.....	53,345.00		12,026.52	.21	90.53	129,372	1,834,783.50
Connecticut.....	199,443.00		9,575.58		116.46	157,970	1,450,549.19
Delaware.....	7,340.00		3,889.00		5.90	9,129	112,637.43
Dist. of Columbia.....	23,000.00	\$533.91		.50		104,274	881,522.79
Florida.....	30,447.42		10,685.45	39.42	142.60	67,182	786,057.75
Georgia.....	269,535.00		4,096.41		123.96	186,557	1,972,282.46
Idaho.....	13,090.00		2,109.59			12,588	275,193.15
Illinois.....	1,463,831.00		39,291.40	21.61	737.66	1,609,176	13,209,527.41
Indiana.....	854,389.00		22,507.44	273.37	315.44	386,173	4,056,636.12
Indian Territory.....	615.00		366.50			5,303	86,221.82
Iowa.....	767,945.00		41,227.16		315.36	383,250	3,673,516.85
Kansas.....	842,910.00		33,254.09	4.10	298.57	271,809	2,976,775.51
Kentucky.....	187,405.00		11,264.10		56.36	134,259	1,414,791.71
Louisiana.....	10,095.00		3,212.30		61.23	135,636	2,205,641.02
Maine.....	84,361.00		7,154.36		86.36	108,909	1,145,963.56
Maryland.....	89,790.00		5,321.10	.25	39.87	113,811	1,378,979.74
Massachusetts.....	378,284.00		30,184.69	.65	119.80	773,575	5,723,347.23
Michigan.....	809,800.00		78,042.66		347.10	420,879	4,352,584.70
Minnesota.....	455,072.80		255,441.09	4.00	233.42	259,163	2,618,573.04
Mississippi.....	150,975.00		9,172.01	12.49	77.20	85,418	972,617.79
Missouri.....	310,296.25		36,444.48	.08	298.23	676,310	6,870,016.17
Montana.....	6,185.00		944.65		36.43	24,170	420,268.88
Nebraska.....	221,658.00		24,388.46		231.51	153,679	1,575,070.91
Nevada.....	3,045.00		897.07		14.92	7,778	138,495.97
New Hampshire.....	93,048.00		7,761.64		26.28	48,410	540,233.89
New Jersey.....	285,842.00		16,575.37	.65	132.77	117,968	1,446,300.19
New Mexico.....	20,405.00		1,152.62	33.26		10,977	189,063.39
New York.....	1,375,575.00	8,005,277.46	57,869.88	515.26	400.24	1,908,101	15,502,325.72
North Carolina.....	132,465.00		8,626.27	.07	165.21	84,709	903,052.14
North Dakota.....	24,524.00		3,811.68		302.41	13,329	187,396.64
Ohio.....	1,248,418.02		30,581.07	2.80	780.06	807,830	7,673,268.92
Oklahoma.....	35,970.00		6,957.77			10,818	170,890.82
Oregon.....	123,968.00		4,575.21		38.79	80,978	1,401,269.90
Pennsylvania.....	601,698.00	5,344.92	57,185.33	9.55	938.22	870,687	7,676,435.90
Rhode Island.....	1,950.00		1,176.14			34,534	411,078.25
South Carolina.....	64,640.00		2,443.31	29.63	674.08	59,631	609,928.63
South Dakota.....	122,315.00		4,113.99		37.96	37,036	450,216.60
Tennessee.....	126,275.00		10,773.91	2.14	152.04	176,305	1,962,437.24
Texas.....	410,390.05		37,901.62		627.67	328,643	4,898,830.68
Utah.....	30,591.00		1,240.69		.38	30,893	513,634.45
Vermont.....	111,780.00		8,021.83		15.25	36,637	450,175.37
Virginia.....	201,747.00		9,860.75		23.16	112,322	1,405,194.96
Washington.....	72,403.00		39,777.00		399.23	79,156	1,397,462.34
West Virginia.....	48,490.40		6,673.54		12.69	28,846	352,015.91
Wisconsin.....	369,645.00		23,404.86	1.24	104.17	298,018	3,097,415.11
Wyoming.....	525.00		1,694.73		6.727	6,727	107,675.71
Total.....	13,048,121.77	8,011,156.29	1,032,422.80	952.47	3,067.40	11,951,648	119,818,100.61

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Domestic money orders repaid.		Postal notes paid.		International orders paid.		International orders repaid.	
	No.	Amount	No.	Amount	No.	Amount	No.	Amount
Alabama	1,654	\$14,305.18	30,709	\$56,962.42	318	\$6,352.12	12	\$212.45
Alaska	13	290.68	25	37.89			1	20.00
Arizona	317	6,188.02	3,365	6,853.23	66	2,317.40	1	16.40
Arkansas	1,524	13,695.18	29,542	56,192.51	264	7,913.79	6	25.53
California	3,516	41,758.53	183,522	374,633.17	12,473	288,358.59	233	2,964.79
Colorado	1,938	30,332.62	57,606	103,506.38	2,712	70,621.61	77	1,378.64
Connecticut	921	7,396.07	103,124	172,982.71	6,080	89,480.40	99	1,141.38
Delaware	84	940.26	6,017	11,647.44	225	4,638.41	8	81.23
District of Columbia	397	4,398.42	77,256	105,223.70	5,646	40,315.49	24	590.70
Florida	1,155	9,416.42	35,259	61,183.36	863	20,277.42	11	52.74
Georgia	1,622	14,100.15	92,449	164,909.15	474	8,650.03	15	208.04
Idaho	1,359	6,101.95	5,005	10,289.69	137	4,718.41	2	74.90
Illinois	5,929	56,388.41	945,171	1,578,757.66	29,890	541,788.84	253	3,581.65
Indiana	2,750	20,905.62	175,750	334,426.92	3,393	73,463.46	57	717.15
Indian Territory	256	2,493.58	2,614	4,475.77	64	1,730.25	2	18.00
Iowa	4,190	29,998.49	249,198	438,525.03	3,779	108,240.45	51	369.80
Kansas	4,086	30,821.34	180,897	270,338.43	1,609	47,908.45	27	490.07
Kentucky	1,173	8,484.01	59,148	100,727.54	1,046	25,329.78	12	177.53
Louisiana	1,126	13,393.76	35,420	65,976.18	1,350	37,534.80	36	556.11
Maine	534	4,991.84	74,369	108,937.60	3,520	44,534.90	39	722.61
Maryland	548	5,240.38	60,409	136,220.86	2,901	56,464.59	32	358.90
Massachusetts	2,385	23,448.17	497,910	841,082.44	28,174	381,749.79	325	4,678.76
Michigan	3,725	29,420.17	234,127	408,511.20	12,099	237,183.08	166	1,722.71
Minnesota	2,031	18,582.78	147,507	251,290.86	6,114	165,574.41	61	784.23
Mississippi	1,803	15,316.21	24,972	46,470.70	86	2,438.05	5	199.47
Missouri	4,016	32,061.21	413,917	699,336.18	4,895	115,045.67	51	753.16
Montana	603	8,198.06	12,667	23,872.55	652	22,095.58	31	394.37
Nebraska	1,947	13,798.68	121,680	205,439.69	1,975	68,276.37	20	298.39
Nevada	169	1,962.95	2,544	5,765.61	159	5,693.97	7	275.10
New Hampshire	356	2,789.16	39,553	72,010.98	1,128	19,398.28	16	142.13
New Jersey	933	9,716.40	75,822	120,113.79	7,757	174,830.70	125	1,785.63
New Mexico	364	3,948.24	4,993	9,667.87	145	4,262.39	7	101.78
New York	5,659	65,002.06	1,342,843	2,105,012.21	92,411	1,384,793.99	721	8,412.87
North Carolina	1,228	10,239.39	41,758	81,460.20	176	3,304.37	16	643.62
North Dakota	358	4,315.75	11,016	18,088.73	591	18,820.44	6	78.75
Ohio	4,619	40,153.04	500,271	814,105.06	10,909	221,256.90	140	1,549.89
Oklahoma	210	1,826.37	4,336	7,050.60	67	2,424.70	1	490
Oregon	956	18,210.44	35,973	68,598.77	1,999	54,101.45	34	556.50
Pennsylvania	4,960	46,631.82	545,404	917,333.99	23,677	377,590.16	227	3,045.61
Rhode Island	369	3,270.54	21,565	38,361.02	1,947	38,958.15	44	629.61
South Carolina	865	6,352.92	25,607	48,573.48	1,184	4,843.81	6	72.00
South Dakota	833	7,416.56	26,505	48,431.76	903	22,041.66	12	295.30
Tennessee	1,374	11,212.56	67,055	116,158.30	625	17,686.37	10	81.99
Texas	5,433	51,289.72	134,270	232,778.36	1,879	50,328.34	49	684.52
Utah	387	4,818.90	11,583	24,187.60	565	15,194.60	45	536.12
Vermont	363	3,143.84	21,103	39,212.41	898	14,888.31	10	190.50
Virginia	1,059	9,310.23	52,957	99,482.74	788	17,337.60	12	166.95
Washington	1,476	17,553.71	35,443	66,406.14	4,052	95,292.23	34	515.34
West Virginia	414	2,676.10	15,329	29,489.88	198	5,688.07	1	14.61
Wisconsin	2,412	21,574.90	143,828	264,455.51	5,643	106,996.87	80	1,632.07
Wyoming	203	2,613.80	3,069	5,861.99	116	2,852.24	6	96.92
Total	85,612	\$83,653.58	7,011,490	\$11,871,393.26	287,412	\$5,189,978.74	3,266	\$43,408.41

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Foreign ex- change pur- chased.	Drafts paid by postmaster at New York, N. Y.	Deposited with assistant treasurer at New York, N. Y.	Deposited on account of revenue.	Deposited at first-class offices.
Alabama					\$2,127,088.71
Alaska					32,042.50
Arizona					499,553.75
Arkansas					1,723,117.34
California					6,197,389.54
Colorado					3,055,969.83
Connecticut					1,152,042.47
Delaware					73,990.00
District of Columbia.					999,814.00
Florida					1,209,526.57
Georgia					2,084,684.90
Idaho					701,493.45
Illinois					6,010,705.30
Indiana					3,043,291.70
Indian Territory					274,311.15
Iowa					4,407,664.65
Kansas					2,505,049.83
Kentucky					606,521.92
Louisiana					3,265,175.71
Maine					1,237,321.58
Maryland					589,786.98
Massachusetts					3,289,568.21
Michigan					3,964,564.58
Minnesota					3,277,586.50
Mississippi					1,542,219.94
Missouri					5,093,295.90
Montana					1,861,959.99
Nebraska					1,831,750.63
Nevada					371,611.00
New Hampshire					380,505.88
New Jersey					1,149,567.37
New Mexico					712,898.00
New York	\$10,063,394.28	\$13,027,099.00	\$7,543,930.16	\$1,129,597.84	6,968,166.65
North Carolina					1,226,714.09
North Dakota					398,733.95
Ohio					4,304,567.14
Oklahoma					73,200.20
Oregon					2,713,872.47
Pennsylvania					7,753,459.10
Rhode Island					550,559.00
South Carolina					1,226,284.88
South Dakota					882,163.19
Tennessee					1,020,561.30
Texas					7,232,086.06
Utah					969,269.39
Vermont					311,524.00
Virginia					1,731,204.00
Washington					1,242,628.07
West Virginia					377,359.83
Wisconsin					3,862,076.83
Wyoming					301,234.18
Total	10,063,394.28	18,027,099.00	7,543,930.16	1,129,597.84	108,357,734.21

No. 11.—Statement showing the transactions of the money-order offices, etc.—Continued.

States and Territories.	Trans- ferred to postage fund.	Loss.	Expense.	Commis- sions on money orders.	Commis- sions on postal notes.	Balance due the United States.	Balance due post- masters last year.
Alabama	\$613.93	\$828.61	\$4.05	\$6,617.67	\$534.61	\$30,723.77	\$78.78
Alaska				53.45	4.70	4,180.82	
Arizona	8.72	2,078.46	3.00	1,396.41	140.63	12,302.04	6.69
Arkansas	19.56	679.20	93.45	8,128.81	731.62	23,810.28	24.32
California	3,844.12	137.14	5,382.02	12,247.06	1,744.52	118,112.70	392.11
Colorado	3,074.67	846.00	3,065.64	8,208.89	760.67	59,106.06	91.92
Connecticut	3.13	11.49	6.19	3,449.61	622.50	18,608.95	54.98
Delaware	54.39			446.33	111.03	1,660.07	4.18
District of Columbia			19,299.05			7,651.13	
Florida	2,245.00	543.22	6.05	4,735.84	637.44	26,174.75	15.42
Georgia	435.91	522.62	37.00	8,001.00	888.76	28,981.07	243.67
Idaho	148.26	403.13	1.55	1,954.37	230.21	40,995.99	3.68
Illinois	1,290.88	369.53	7,601.82	27,769.91	4,357.93	96,740.45	559.30
Indiana	423.07	2,693.16	13.25	16,346.70	2,197.93	54,728.59	158.44
Indian Territory				1,149.60	137.99	4,918.06	2.30
Iowa	1,085.16	100.16	7.95	22,919.20	4,740.92	83,200.53	250.50
Kansas	626.13	381.34	35.25	19,166.00	3,496.12	49,315.02	640.98
Kentucky	151.96	150.29	1.10	4,201.66	553.56	16,469.92	53.00
Louisiana	609.26	664.41	2,020.38	4,881.88	306.20	70,098.11	108.53
Maine	20.00		272.04	4,342.58	706.99	19,908.65	73.73
Maryland	13.72		230.05	1,921.26	371.20	13,535.06	5.15
Massachusetts	520.10	3.20	3,051.78	7,091.16	1,216.51	72,309.42	102.07
Michigan	4,508.40		12.40	18,884.98	2,641.90	65,411.02	531.43
Minnesota	43.39	1,105.54	37.18	9,716.71	1,433.61	49,978.58	161.49
Mississippi	718.61	2,852.61	19.70	8,054.42	623.43	29,764.38	57.25
Missouri	455.00	399.67	4,322.73	15,219.30	2,564.14	66,687.36	498.04
Montana	130.24		5,184.21	2,202.81	324.33	38,880.98	196.90
Nebraska	966.73	110.28	25	9,376.08	2,184.43	27,957.74	189.68
Nevada	54.89	51.03		1,005.32	94.86	8,099.36	142.65
New Hampshire	121.00		6.29	2,762.40	598.37	8,554.09	61.99
New Jersey	1,387.56	16.77	95.94	2,775.04	442.44	19,099.77	34.06
New Mexico	4.90	814.48		1,494.47	183.57	20,825.05	26.09
New York	1,196,461.26	336.86	45,908.10	17,067.66	2,856.53	217,735.56	697.60
North Carolina	149.03	282.08	6.30	6,313.86	819.94	25,646.89	113.69
North Dakota	1,395.13		1.60	1,845.82	406.87	9,360.33	15.15
Ohio	1,174.22	40.23	3,851.81	22,122.49	3,229.76	98,453.19	791.07
Oklahoma				518.12	77.76	3,460.01	5.41
Oregon	130.65	158.00	17.45	4,676.00	626.43	59,118.70	183.19
Pennsylvania	816.96	448.57	39,504.84	18,531.96	2,970.69	136,772.64	1,111.63
Rhode Island			3.00	527.47	60.81	5,350.82	52.94
South Carolina	128.21	579.87	23.45	4,360.00	500.69	20,785.96	64.30
South Dakota	409.35	18.63	4.45	3,647.69	766.88	25,538.67	97.32
Tennessee	305.23	667.05	112.00	4,865.24	505.61	22,177.28	85.86
Texas	473.34	3,077.53	929.00	20,979.88	2,298.15	123,317.75	473.07
Utah	50.02	446.52	10	1,426.33	148.91	24,342.46	43.17
Vermont	22.71			2,290.37	418.21	8,024.11	30.76
Virginia	181.99	219.69	89.20	4,457.76	504.73	26,110.55	143.64
Washington	733.46	318.84	9.68	5,123.55	618.18	35,585.06	46.83
West Virginia	392.63			2,360.92	400.04	9,895.64	30.36
Wisconsin	422.89	5.17	35.77	13,871.55	1,857.72	64,976.64	221.94
Wyoming	115.43	278.00		913.57	110.72	6,802.27	14.09
Total	1,226,963.16	22,632.58	185,272.87	367,291.17	54,767.65	2,107,194.70	9,100.31

No. 12.—Statement showing the number and amount of international money orders

States and Territories.	Canada.			Great Britain and Ireland.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....	270	\$4,026.59	\$52.20	1,190	\$19,963.53	\$230.90
Alaska.....	54	2,383.70	25.20	8	237.66	2.60
Arizona.....	67	1,747.55	19.70	207	5,029.76	56.19
Arkansas.....	90	868.17	13.30	357	6,185.71	75.50
California.....	4,688	80,380.43	987.50	17,392	258,118.26	3,191.20
Colorado.....	2,063	45,604.62	524.00	12,519	239,164.12	2,741.10
Connecticut.....	1,938	32,935.71	408.80	14,949	170,225.98	2,267.50
Delaware.....	134	1,538.19	21.50	814	8,982.61	121.90
District of Columbia.....	397	5,810.15	75.10	2,638	34,890.18	461.70
Florida.....	300	5,406.60	65.90	840	14,177.29	174.60
Georgia.....	537	10,322.39	123.00	1,722	31,817.02	375.00
Idaho.....	106	3,498.09	37.40	673	14,500.87	169.50
Illinois.....	5,738	89,557.61	1,120.80	26,817	325,108.03	4,261.05
Indiana.....	768	8,515.60	125.20	2,458	27,907.28	380.95
Indian Territory.....	31	459.10	6.30	205	3,109.93	37.50
Iowa.....	901	8,676.46	135.45	2,295	24,618.11	247.10
Kansas.....	534	4,068.34	72.70	1,511	17,166.52	239.60
Kentucky.....	346	2,969.79	46.80	1,565	21,381.82	270.25
Louisiana.....	323	7,025.20	82.70	1,166	24,000.87	280.70
Maine.....	2,640	49,124.01	596.80	8,794	54,809.63	691.40
Maryland.....	404	6,448.61	83.30	3,250	46,096.83	587.90
Massachusetts.....	23,308	416,944.24	4,943.20	59,248	690,623.18	9,115.70
Michigan.....	9,642	122,670.82	1,662.80	12,762	156,800.42	2,057.55
Minnesota.....	3,295	52,797.50	667.00	3,817	44,886.55	604.55
Mississippi.....	77	664.92	11.00	175	2,894.10	35.60
Missouri.....	1,106	13,273.52	184.00	5,966	81,199.92	1,036.30
Montana.....	1,166	29,938.66	331.90	10,231	217,670.37	2,397.60
Nebraska.....	504	5,087.26	77.30	1,772	21,262.91	282.00
Nevada.....	157	4,328.76	48.30	953	19,265.80	218.45
New Hampshire.....	1,708	29,350.21	360.30	3,815	48,478.80	624.40
New Jersey.....	1,518	22,842.16	289.10	25,373	287,461.52	3,844.70
New Mexico.....	63	1,440.12	17.20	407	8,871.10	100.25
New York.....	18,473	201,704.19	2,579.80	107,480	1,308,566.28	16,977.30
North Carolina.....	120	1,570.73	21.50	596	10,570.18	126.70
North Dakota.....	481	6,723.75	89.50	801	8,828.65	52.30
Ohio.....	3,322	42,385.85	580.10	14,547	167,971.81	2,270.60
Oklahoma.....	8	8.90	8.30	10	88.47	1.30
Oregon.....	1,046	17,480.34	215.30	2,375	38,994.14	471.10
Pennsylvania.....	3,552	50,651.29	659.75	45,937	532,812.56	7,156.30
Rhode Island.....	1,743	28,184.94	352.10	10,420	122,966.69	1,635.00
South Carolina.....	243	4,240.42	51.20	565	11,248.67	122.90
South Dakota.....	204	3,300.41	41.65	2,151	43,054.27	482.60
Tennessee.....	271	3,735.12	49.90	1,308	16,124.51	206.90
Texas.....	512	5,550.55	82.80	2,703	40,223.75	505.30
Utah.....	308	63.10	74.20	3,285	51,541.47	630.20
Vermont.....	830	12,973.55	163.15	3,047	48,375.90	567.50
Virginia.....	437	6,043.84	77.00	2,559	49,750.89	584.40
Washington.....	2,382	39,747.10	490.20	2,513	36,451.69	451.40
West Virginia.....	80	752.48	10.80	590	7,364.35	95.60
Wisconsin.....	1,847	31,340.73	393.00	3,215	37,975.34	509.90
Wyoming.....	81	1,447.29	17.70	737	12,220.94	147.40
Total.....	96,003	1,534,255.46	19,165.80	424,803	5,459,315.42	70,275.15

issued, paid, and repaid, and fees collected, during the fiscal year ended June 30, 1892.

German Empire.			Switzerland.			Italy.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
538	\$9,899.58	\$117.40	62	\$994.75	\$12.00	224	\$9,655.46	\$99.70
2	100.00	1.00	6	260.50	2.70	7	415.00	4.20
84	1,873.10	21.40	11	354.12	3.80	44	1,528.25	16.10
417	6,493.69	79.70	166	3,297.47	38.30	70	1,493.71	16.60
12,037	212,534.21	2,526.40	2,215	45,575.65	513.00	2,045	57,478.39	619.50
1,776	34,172.88	399.90	1,536	66,802.53	709.20	1,060	45,575.02	472.50
4,380	56,200.35	740.90	672	10,018.58	124.70	3,883	104,276.46	1,125.80
468	5,324.71	72.20	31	669.65	7.90	36	835.20	8.80
1,507	24,393.07	302.60	163	2,804.89	34.30	432	9,713.32	109.50
961	5,524.02	65.70	64	1,400.95	15.60	511	16,134.80	175.05
918	20,226.58	233.60	80	1,170.39	14.70	117	5,309.56	55.60
128	2,475.51	28.20	30	538.25	6.30	4	193.50	2.00
29,312	394,628.28	5,082.10	8,075	133,770.64	1,675.60	5,762	215,885.21	2,273.00
4,307	52,123.66	700.85	622	10,083.04	126.70	190	5,593.13	60.90
23	661.00	7.50	93	5,097.19	52.20	326	17,048.55	174.50
3,080	38,567.19	515.00	332	5,851.80	70.90	171	5,530.55	60.10
1,229	15,796.42	209.75	341	7,546.02	88.05	424	11,055.87	119.90
1,927	31,819.11	399.55	255	4,216.40	52.00	223	6,168.20	65.90
1,192	24,144.48	290.70	238	6,456.35	70.00	4,035	145,124.53	1,529.60
329	6,338.24	74.30	46	1,250.43	14.00	111	2,390.24	26.00
3,809	48,702.77	643.00	808	15,757.92	189.10	425	11,526.12	125.50
7,794	114,261.13	1,455.00	1,208	21,667.20	257.70	2,935	86,002.44	927.10
6,526	72,180.27	1,001.10	714	10,481.34	133.90	1,135	36,945.08	392.20
3,627	38,204.68	536.60	547	6,267.64	85.10	358	9,894.16	108.10
190	3,214.35	37.70	20	542.16	6.10	97	2,107.20	23.60
6,251	82,825.90	1,074.35	1,114	17,087.25	210.40	1,588	55,062.11	577.40
817	16,060.09	185.50	124	4,379.30	46.30	449	23,981.37	243.90
1,797	20,961.05	282.80	254	2,851.77	38.80	158	3,836.55	43.10
119	2,520.39	29.00	33	1,014.00	10.40	155	4,961.00	52.30
496	6,078.34	80.70	78	1,846.00	20.00	167	5,375.88	57.85
13,288	177,534.17	2,288.80	2,191	35,875.67	432.10	1,345	39,215.04	421.60
181	3,953.09	44.90	23	690.20	7.65	69	2,754.30	29.00
72,682	962,114.40	12,719.90	12,568	169,285.38	2,160.90	3,110	79,415.85	879.60
292	8,903.30	99.00	15	376.31	4.40	16	476.21	5.60
174	2,370.56	29.80	31	516.90	6.30	5	107.49	1.20
12,711	160,028.74	2,123.90	2,114	37,943.31	368.80	1,488	42,691.50	472.90
13	212.00	2.60	2	34.75	.40			
1,526	29,054.07	340.00	519	13,364.46	145.50	177	5,309.42	57.00
18,174	271,067.54	3,431.20	2,854	47,712.20	558.10	3,902	132,465.41	1,406.60
1,097	13,818.41	183.60	240	3,536.69	43.50	284	6,447.91	72.90
446	11,192.90	126.00	16	243.60	2.90	108	2,421.14	27.20
252	4,488.21	55.30	27	614.06	6.90	143	6,883.00	70.80
490	7,996.00	98.30	414	6,736.91	79.80	424	9,292.84	103.40
2,410	54,476.03	672.80	702	10,926.72	1.35	785	19,611.60	218.60
324	7,147.08	83.20	105	1,463.81	18.00	156	6,521.00	67.60
136	2,277.73	28.20	39	612.94	7.60	232	5,480.57	59.50
599	10,628.93	126.50	36	1,009.85	11.10	233	6,082.30	66.00
1,193	18,945.29	226.60	122	1,943.36	22.50	275	11,386.02	118.50
281	3,786.31	48.80	23	367.00	4.70	91	4,834.00	48.90
10,271	112,064.14	1,565.55	1,449	17,534.46	235.15	256	5,392.63	60.80
109	1,368.55	17.70	62	1,492.40	16.40	54	2,299.18	23.70
232,080	3,243,352.45	41,476.15	42,930	732,295.16	8,896.25	40,245	1,291,044.27	13,773.90

No. 12.—Statement showing the number and amount of international money

States and Territories.	France.			Sweden.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....	152	\$2,584.00	\$32.00	65	\$2,222.75	\$22.80
Alaska.....				38	1,506.00	15.00
Arizona.....	25	910.22	9.80	36	1,759.00	18.40
Arkansas.....	33	371.42	5.10	25	721.13	7.00
California.....	2,723	44,844.90	542.10	4,510	121,301.30	1,522.00
Colorado.....	297	4,337.82	53.10	2,422	70,703.01	776.90
Connecticut.....	400	6,321.12	79.70	3,817	69,185.65	822.10
Delaware.....	25	195.31	3.40	108	1,752.14	21.90
District of Columbia.....	449	6,545.61	86.50	125	2,546.29	30.40
Florida.....	84	1,776.85	20.60	75	1,596.12	18.60
Georgia.....	102	1,590.70	19.80	62	1,391.59	15.70
Idaho.....	9	115.05	1.20	47	1,856.61	19.20
Illinois.....	1,124	15,460.01	204.30	9,358	178,137.01	2,114.25
Indiana.....	265	4,127.72	53.20	496	10,690.66	125.90
Indian Territory.....	98	2,418.70	28.10	8	335.00	8.50
Iowa.....	112	979.30	18.00	923	13,214.10	174.10
Kansas.....	156	1,555.08	24.20	764	11,199.55	142.40
Kentucky.....	157	3,104.29	37.10	24	835.65	4.00
Louisiana.....	958	13,939.32	177.10	61	1,645.40	18.00
Maine.....	112	1,235.56	17.90	186	3,811.47	44.10
Maryland.....	271	5,862.09	70.30	87	1,922.89	21.70
Massachusetts.....	1,647	25,569.57	325.00	8,641	158,423.62	1,650.20
Michigan.....	326	4,062.76	55.00	3,997	97,494.63	1,109.90
Minnesota.....	224	3,505.86	45.00	2,799	50,605.37	615.70
Mississippi.....	18	262.18	3.10	19	713.48	7.90
Missouri.....	355	5,534.12	71.60	712	11,940.78	146.10
Montana.....	150	2,341.62	27.60	694	25,736.44	273.50
Nebraska.....	105	1,361.07	17.60	665	11,810.28	144.80
Nevada.....	14	634.89	6.90	33	1,900.14	19.70
New Hampshire.....	71	1,321.35	16.70	463	6,122.60	79.50
New Jersey.....	1,133	17,590.21	217.70	1,214	19,887.50	241.30
New Mexico.....	67	642.22	9.10	7	173.50	2.00
New York.....	8,966	135,419.39	1,696.20	8,623	155,891.89	1,890.00
North Carolina.....	46	2,151.98	23.00	12	249.45	3.10
North Dakota.....	7	38.73	.80	243	4,775.98	56.80
Ohio.....	542	6,650.62	90.60	536	10,666.17	123.80
Oklahoma.....				1	5.00	.10
Oregon.....	168	2,065.75	27.10	951	21,407.32	241.30
Pennsylvania.....	1,790	22,800.30	304.40	2,875	56,423.55	637.20
Rhode Island.....	373	6,232.61	77.80	1,770	32,029.52	390.30
South Carolina.....	44	607.40	8.20	22	336.30	4.20
South Dakota.....	11	72.00	1.20	161	4,767.59	52.30
Tennessee.....	64	856.71	11.60	15	285.20	3.40
Texas.....	314	4,482.83	56.20	338	5,729.19	68.80
Utah.....	50	1,293.57	14.90	612	9,535.58	119.20
Vermont.....	58	981.93	12.10	473	7,575.54	92.50
Virginia.....	109	1,374.11	17.30	59	1,344.81	15.40
Washington.....	217	3,429.12	40.30	1,416	35,823.71	400.20
West Virginia.....	22	344.40	4.60	16	543.50	5.80
Wisconsin.....	144	2,392.51	30.00	1,090	18,343.03	222.10
Wyoming.....	11	322.00	3.00	167	5,533.35	59.20
Total.....	24,596	372,565.83	4,697.40	61,807	1,249,057.30	14,568.75

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Norway.			Belgium.			Portugal.			Netherlands.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
42	\$1,250.26	\$13.30	12	\$448.10	\$4.70				10	\$196.00	\$2.30
1	10.00	.10	18	245.70	2.80				7	193.00	2.20
1,788	54,691.14	599.60	347	8,834.78	99.80	281	\$8,308.12	\$88.30	117	1,905.95	23.10
129	3,724.76	40.80	39	1,333.12	14.40				12	461.30	4.80
309	7,668.19	85.30	97	1,039.13	14.00	18	328.00	8.70	86	425.27	5.70
14	287.00	3.20	1	20.00	.30				2	85.50	.60
54	966.42	11.70	51	1,202.02	14.20	2	4.21	.20	10	108.01	1.50
162	4,051.99	45.20	4	100.59	1.20	2	80.00	.90	7	207.00	2.30
160	4,558.55	50.70	6	49.10	.80	1	12.00	.20	4	32.59	.50
2	13.00	.20	5	131.00	1.40	1	40.00	.40			
3,768	85,294.44	991.60	896	16,444.96	192.00	4	69.42	.90	700	7,513.88	105.90
13	119.97	1.70	413	8,552.64	97.00				53	428.07	6.90
			10	288.35	3.10						
261	6,065.39	76.30	43	418.01	6.50				292	3,639.47	59.85
33	453.49	6.20	96	1,605.97	18.90				5	38.00	.60
5	84.60	1.10	9	84.99	1.30				10	256.79	3.00
147	5,034.17	53.30	37	899.94	10.30	58	3,802.55	38.80	19	357.86	4.40
316	6,457.11	74.90	7	42.90	.80	2	51.00	.60	15	322.50	3.40
130	3,194.16	36.00	23	357.17	4.50	4	157.56	1.70	40	307.53	5.50
1,565	32,227.90	370.40	186	2,691.63	32.80	561	15,057.05	165.70	147	1,968.43	25.30
724	15,803.39	185.60	302	5,891.98	69.40				1,516	12,572.86	206.60
1,016	16,085.54	202.40	40	1,097.48	12.00	6	67.50	.80	38	354.14	5.20
39	1,122.80	12.80	6	270.25	2.90						
53	546.53	7.40	192	3,772.25	44.00	7	73.56	1.20	43	473.48	6.90
112	3,595.17	39.10	24	580.13	6.50				1	20.00	.20
44	806.69	9.40	17	712.11	7.70				16	161.60	2.30
			1	13.00	.20				1	77.00	.80
46	693.25	8.60	20	431.40	5.20	1	5.00	.10	1	25.00	.30
1,980	42,464.78	464.50	365	8,258.77	91.40	2	25.87	.40	398	5,015.46	66.90
1	50.00	.50	2	87.10	.90						
6,621	156,004.70	1,763.30	663	11,896.20	142.50	346	4,617.36	58.80	729	11,047.93	141.20
23	752.14	8.00	2	18.00	.30				1	16.40	.20
226	4,053.78	48.40	1	5.00	.10				4	91.50	1.20
336	6,593.84	75.40	304	7,472.50	84.20	4	27.74	.40	78	836.77	11.70
			2	60.00	.60						
552	15,210.36	168.20	49	894.96	9.80	11	540.00	5.40	13	283.75	3.10
626	15,766.92	174.90	1,164	23,288.64	265.65	10	224.14	2.70	46	690.00	9.10
325	9,483.34	104.60	120	6,420.02	67.40	69	1,555.75	17.00	24	345.61	4.50
83	1,693.33	18.20	4	80.00	.90						
95	1,624.48	20.40				2	183.00	1.90	2	3.85	.20
4	235.00	2.40	8	14.85	.30				6	83.00	1.20
99	2,193.82	24.70	47	955.32	11.40	3	125.00	1.30	15	258.32	3.10
164	1,615.55	24.20	12	124.00	1.70	1	15.00	.20	27	371.35	5.00
7	92.00	1.10									
121	2,972.50	33.00	1	10.00	.10	5	106.20	1.30	3	15.00	.30
935	27,377.21	298.20	62	1,286.05	13.90	1	10.00	.10	14	223.10	2.90
1	100.00	1.00	1	64.00	.70						
1,415	27,851.68	330.20	148	2,543.27	30.30	8	150.30	1.80	178	2,044.58	28.40
55	1,265.20	14.20	3	118.76	1.20						
24,411	572,208.79	6,492.70	5,875	121,133.15	1,391.55	1,400	35,636.83	394.80	4,739	53,362.80	763.15

No. 12.—Statement showing the number and amount of international money

States and Territories.	New South Wales.			Victoria.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....						
Alaska.....						
Arizona.....						
Arkansas.....						
California.....	214	\$5,525.80	\$62.30	137	\$3,198.48	\$37.00
Colorado.....	29	1,306.58	13.70	12	168.52	1.80
Connecticut.....				4	75.04	.90
Delaware.....						
District of Columbia.....	6	124.92	1.30	8	229.13	2.70
Florida.....						
Georgia.....	2	200.00	2.00			
Idaho.....						
Illinois.....	29	773.83	8.40	41	1,049.26	11.90
Indiana.....	1	19.99	.20			
Indian Territory.....						
Iowa.....	2	54.36	.70	2	33.48	.40
Kansas.....	2	39.97	.50	1	.26	.10
Kentucky.....	1	4.87	.10	1	10.00	.10
Louisiana.....	1	2.44	.10			
Maine.....						
Maryland.....				38	897.59	10.36
Massachusetts.....	57	1,152.29	13.70	26	672.19	7.80
Michigan.....	29	296.42	4.40	8	39.94	.80
Minnesota.....	4	83.80	1.00	10	283.04	3.20
Mississippi.....						
Missouri.....	10	209.47	2.60	12	238.99	2.90
Montana.....	6	125.69	1.40	11	413.63	4.30
Nebraska.....	9	218.40	2.50	3	23.24	.50
Nevada.....				4	32.55	.40
New Hampshire.....	1	4.87	.10	2	150.00	1.50
New Jersey.....	34	1,007.66	11.00	13	518.42	5.40
New Mexico.....						
New York.....	516	7,369.80	92.60	256	5,813.19	67.20
North Carolina.....						
North Dakota.....						
Ohio.....	7	199.91	2.30	9	292.73	3.10
Oklahoma.....						
Oregon.....	12	315.85	3.30	4	109.45	1.20
Pennsylvania.....	26	453.51	5.40	26	914.92	10.00
Rhode Island.....	1	50.00	.50	6	55.93	.80
South Carolina.....						
South Dakota.....				1	.24	.10
Tennessee.....	3	105.00	1.20	1	50.00	.50
Texas.....	3	73.78	.90	7	288.49	3.00
Utah.....	3	68.69	.70	13	241.03	2.90
Vermont.....						
Virginia.....	4	85.00	.90			
Washington.....	11	370.88	3.90	7	294.90	3.10
West Virginia.....						
Wisconsin.....	40	449.37	6.50	10	215.87	2.70
Wyoming.....						
Total.....	1,063	20,683.15	244.20	673	16,349.52	187.60

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Japan.			New Zealand.			Hawaiian Kingdom.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
3	\$3.10	\$0.30				1	\$10.00	\$0.10
						1	42.80	.50
406	9,798.58	115.30	8	\$112.42	\$1.70	205	3,745.95	46.40
6	72.00	.90	195	3,962.42	46.10	1	2.00	.10
36	1,557.95	16.80	9	172.12	2.00	8	40.00	1.00
3	101.06	1.20	7	67.68	1.00			
30	1,376.85	14.50				3	3.60	.30
1	2.40	.10						
23	678.93	7.00	4	41.89	.60			
19	484.54	5.50	54	1,558.45	17.50	11	199.50	2.50
			5	63.31	.70	3	38.90	.50
8	29.36	.80	4	27.60	.50	2	105.00	1.10
11	623.37	6.50	1	9.74	.10	2	12.01	.20
2	12.50	.20				5	121.85	1.30
1	50.00	.50	2	30.90	.40			
2	13.15	.30	5	204.80	2.10	16	328.62	3.90
2	77.00	.80	20	637.91	7.40	3	120.60	1.30
52	1,068.18	12.50	5	22.89	.60			
8	60.30	1.10	2	14.00	.20			
8	131.85	1.40						
2	29.10	.40	5	78.65	.90	2	70.25	.80
12	115.67	1.90	2	63.31	.70	1	30.00	.30
64	4,213.00	42.70				1	1.50	.10
1	1.82	.10	2	41.40	.50			
5	171.00	1.90				2	5.25	.20
42	807.56	9.70	25	1,024.25	11.00	7	66.60	1.10
162	8,176.88	38.50	127	2,631.42	31.10	86	1,226.35	15.70
			2	75.00	.80			
21	278.85	3.80	5	122.01	1.30	4	68.66	.90
208	9,713.50	99.30	10	155.46	2.00	7	302.00	3.10
40	639.38	8.00	25	311.80	4.00	5	32.76	.60
5	74.16	.90	1	4.87	.10	2	66.40	.70
						1	1.60	.10
3	25.64	.40	2	30.01	.40			
123	5,004.10	52.00	98	1,367.27	16.40	1	4.99	.10
1	10.00	.10						
5	173.52	1.80				1	16.00	.20
581	26,560.50	273.10	29	915.56	9.80	6	81.55	1.10
12	64.00	1.20						
2	95.00	1.00	4	69.99	.80			
1	5.00	.10	2	10.00	.20			
2,003	67,319.80	723.20	666	13,825.19	160.90	387	6,742.74	84.20

No. 12.—Statement showing the amount of international money

States and Territories.	Jamaica.			Cape Colony.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama.....	5	\$38.98	\$0.50			
Alaska.....				1	\$7.00	\$0.10
Arizona.....						
Arkansas.....						
California.....	43	438.40	6.20	6	92.94	1.20
Colorado.....	1	19.99	.20	5	34.74	.70
Connecticut.....	4	150.55	1.60			
Delaware.....						
District of Columbia.....	2	2.98	.20	2	75.00	.80
Florida.....	1	32.51	.40			
Georgia.....						
Idaho.....						
Illinois.....	5	36.76	.60	8	70.41	.80
Indiana.....	2	20.51	.30			
Indian Territory.....						
Iowa.....	3	30.32	.50	1	.97	.10
Kansas.....	1	1.48	.10			
Kentucky.....						
Louisiana.....	5	73.65	.90			
Maine.....				3	5.57	.30
Maryland.....	8	146.44	1.80			
Massachusetts.....	23	392.02	4.90	14	191.88	2.50
Michigan.....	11	50.00	1.10	1	4.87	.10
Minnesota.....	1	.57	.10			
Mississippi.....						
Missouri.....	3	11.57	.30			
Montana.....						
Nebraska.....						
Nevada.....						
New Hampshire.....	1	5.00	.10			
New Jersey.....	6	40.31	.60	9	132.98	1.90
New Mexico.....	1	4.99	.10			
New York.....	141	2,403.29	30.10	28	405.54	5.30
North Carolina.....						
North Dakota.....	2	8.68	.20			
Ohio.....						
Oklahoma.....	1	10.00	.10			
Oregon.....						
Pennsylvania.....	19	207.72	3.70	6	151.58	1.60
Rhode Island.....						
South Carolina.....						
South Dakota.....	1	25.00	.30			
Tennessee.....						
Texas.....	25	234.14	3.40	1	48.70	.50
Utah.....						
Vermont.....				2	12.47	.20
Virginia.....	5	119.50	1.40			
Washington.....	2	30.00	.40	1	.49	.10
West Virginia.....						
Wisconsin.....						
Wyoming.....						
Total.....	321	4,655.34	60.10	83	1,235.14	16.30

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Windward Islands.			Leeward Islands.			Tasmania.			Queensland.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
2	\$8.40	\$0.20	3	\$124.99	\$1.30						
			1	19.99	.20						
9	226.25	2.50	4	43.77	.60	8	\$105.28	\$1.60	19	\$398.09	\$4.70
6	62.65	.90	3	15.34	.30				1	4.87	.10
7	129.01	1.50	1	10.00	.10	1	24.35	.30	3	67.45	.80
8	81.74	.40							3	113.96	1.20
			3	30.00	.40						
									2	30.60	.40
6	53.64	.80				1	9.74	.10	6	163.62	1.80
1	49	.10							1	14.61	.20
2	68.69	.90	1	5.00	.10						
2	160.00	1.70									
			2	17.05	.20	1	16.23	.20	1	28.99	.30
4	89.96	1.00							6	52.09	.70
5	55.12	.60	10	125.42	1.50				2	37.00	.40
105	1,407.44	18.40	43	609.11	7.70	1	48.70	.50	14	246.92	3.00
7	67.00	.80	4	21.69	.40				1	54.06	.60
3	26.03	.50							31	401.08	5.50
			1	4.87	.10				1	25.00	.30
						1	48.70	.50	2	24.88	.30
5	79.96	1.00									
8	80.21	1.10				2	9.74	.20	9	304.82	3.30
179	3,476.12	40.50	83	1,244.77	15.70	40	1,113.49	12.00	52	2,227.46	23.80
1	6.01	.10									
9	159.96	1.80									
									2	30.52	.40
66	1,204.84	14.50	14	272.31	3.30	4	203.23	2.20	11	117.21	1.40
36	470.75	6.20							6	169.34	1.80
1	41.40	.50									
						1	9.74	.10			
1	50.00	.50							1	24.35	.30
1	50.00	.50									
3	54.99	.60									
6	7.75	.60							2	43.83	.50
481	8,128.80	98.90	173	2,544.31	31.90	60	1,589.20	18.30	175	4,581.75	51.80

No. 12.—Statement showing the number and amount of international money

States and Territories.	Denmark.			Newfoundland.			Bahamas.		
	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
Alabama	9	\$224. 00	\$2.30						
Alaska									
Arizona	21	478. 27	5.50						
Arkansas	11	183. 00	2.10						
California	1,392	29,122.16	335.40	17	\$396.75	\$4.50	2	\$125.00	\$1.30
Colorado	153	3,511.22	39.00						
Connecticut	414	6,804.54	84.40	20	451.53	5.20			
Delaware	17	225.53	2.80						
District of Columbia	34	699.54	8.00	6	102.65	1.20			
Florida	23	568.41	6.40	6	124.99	1.40	10	102.66	1.49
Georgia	21	291.40	3.30	1	10.00	.10			
Idaho	9	236.50	3.00	8	430.00	4.30			
Illinois	1,768	24,064.14	312.66	65	1,478.65	16.10	2	26.01	.50
Indiana	74	1,590.51	18.50						
Indian Territory									
Iowa	407	4,980.37	66.00	1	15.00	20.00	5	245.00	2.60
Kansas	43	995.62	6.60						
Kentucky	3	27.00	.30						
Louisiana	17	506.60	5.80						
Maine	134	2,438.68	27.70	38	741.70	8.60	2	12.00	.20
Maryland	20	339.71	4.20	38	765.38	9.00	10	106.98	1.49
Massachusetts	491	9,371.96	110.20	1,207	21,719.56	247.90	12	106.16	2.20
Michigan	404	5,372.29	71.10	31	509.70	5.90			
Minnesota	318	3,961.62	51.80	52	901.28	10.60	1	6.00	.10
Mississippi	2	150.00	1.50	1	30.00	.30			
Missouri	192	2,888.55	35.80	19	390.97	4.56			
Montana	28	583.00	6.80	6	130.00	1.40			
Nebraska	182	2,449.82	32.00	13	113.50	1.70	2	30.00	.30
Nevada	40	1,960.00	20.30						
New Hampshire	18	296.00	3.50	33	546.00	6.10			
New Jersey	682	11,494.70	141.40	29	788.25	8.30	1	10.00	.10
New Mexico	4	315.00	3.20						
New York	1,827	29,154.80	359.50	162	3,076.41	36.10	25	463.09	5.60
North Carolina	10	264.95	3.00						
North Dakota	23	283.31	3.60	11	144.00	1.80			
Ohio	222	3,684.47	45.70	20	369.04	4.40			
Oklahoma	1	5.00	.10						
Oregon	185	3,301.52	39.70	7	120.00	1.30			
Pennsylvania	443	8,183.79	98.40	95	1,891.37	21.20	3	22.62	.40
Rhode Island	52	816.40	10.10	29	473.83	5.40			
South Carolina	16	233.00	2.90	1	15.00	.20			
South Dakota	41	1,036.20	12.00						
Tennessee	8	187.64	2.20	1	1.50	.10			
Texas	112	1,798.83	21.40				1	9.74	.10
Utah	347	6,662.77	79.00						
Vermont				28	411.00	4.80			
Virginia	29	632.21	7.30	2	60.00	.60			
Washington	184	3,138.25	39.10	14	280.60	3.20			
West Virginia	10	166.00	1.90						
Wisconsin	534	9,603.35	116.30	24	242.88	3.40	1	.51	.10
Wyoming	124	3,674.81	39.80						
Total	11,089	188,272.42	2,294.00	1,985	38,711.64	419.80	77	1,325.77	16.10

orders issued, orders issued, paid, and repaid, and fees collected, etc.—Continued.

Trinidad and Tobago.			Austria and Hungary.			Totals.		
No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.	No. of orders issued.	Amount of orders issued.	Fees.
			1	\$100.00	\$1.00	2,585	\$50,717.39	\$592.70
			2	125.00	1.30	120	5,012.96	52.70
						499	13,868.06	152.80
						1,203	20,175.48	245.00
			185	4,125.83	47.10	51,076	965,278.79	11,223.29
			243	11,022.25	118.40	22,316	523,148.71	5,908.80
			93	1,418.45	18.40	31,091	469,304.63	5,816.00
						1,654	19,968.90	268.70
			23	512.54	6.40	5,952	92,464.85	1,165.89
						2,890	51,348.52	598.06
						3,736	77,014.87	895.50
						1,020	24,120.27	263.89
			2,111	34,273.51	430.80	95,419	1,526,273.88	18,836.00
			112	1,920.73	24.50	9,803	132,504.36	1,729.80
						794	29,445.22	312.70
			35	502.75	6.60	9,143	113,563.28	1,541.60
						5,153	71,695.89	937.89
						4,531	70,407.16	872.00
						8,267	233,238.48	2,556.40
						7,938	129,126.54	1,583.40
			154	2,002.24	32.60	9,543	145,692.33	1,832.00
						109,327	1,598,398.14	19,890.20
						38,156	541,453.31	6,964.15
						16,165	229,576.70	2,958.85
						646	12,000.54	142.30
			96	1,446.17	18.50	17,742	277,485.52	3,430.55
						13,889	329,935.36	3,610.50
						5,543	71,679.57	943.00
						1,512	36,747.73	407.25
						6,933	100,985.41	1,268.35
			210	3,238.00	41.00	49,574	675,674.70	8,598.30
						825	18,971.62	214.80
			1	80.00	.80	238,921	3,284,856.18	41,754.40
						1,134	25,355.66	296.50
			5	28.00	.50	1,524	23,118.65	293.10
			416	6,197.38	81.10	36,697	485,619.54	6,347.00
			1	15.00	.20	33	429.12	5.80
			31	503.00	6.00	7,754	159,165.87	1,840.20
			371	9,807.61	110.60	81,689	1,178,542.19	14,806.40
			40	657.51	8.10	16,633	233,859.78	2,973.30
			4	20.00	.40	1,553	32,373.16	375.70
			6	224.75	2.40	3,129	66,258.40	748.25
			57	761.65	9.60	2,965	46,490.28	571.10
			131	1,601.75	21.60	9,224	148,667.21	1,831.70
			1	5.00	.10	5,612	99,342.26	1,191.30
						4,853	76,803.63	930.75
			5	94.00	1.20	4,217	80,579.16	946.50
			17	326.20	3.70	9,982	208,621.57	2,402.30
			1	10.00	.10	1,128	18,396.04	224.20
						20,554	289,366.20	3,529.70
			11	352.50	3.90	1,417	30,079.98	345.10
6	121.00	1.30	4,363	81,968.82	994.70	983,476	15,120,271.55	187,323.30

No. 12.—Statement showing the number and amount of international money

States and Territories.	Canada.				Great Britain and Ireland.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama.....	85	\$1,206.41	4	\$107.17	136	\$2,255.22	4	\$30.42
Alaska.....			1	20.00				
Arizona.....	9	187.22			23	550.56		
Arkansas.....	53	1,144.37	2	9.80	70	1,253.22	1	4.87
California.....	4,331	79,872.91	53	509.46	3,548	60,938.83	75	732.63
Colorado.....	949	20,441.74	16	94.06	1,092	22,226.14	27	613.31
Connecticut.....	3,737	36,510.37	12	262.22	1,151	18,280.87	33	237.48
Delaware.....	59	743.85			91	1,440.22	3	21.73
District of Columbia.....	1,459	11,707.51	2	5.90	2,676	13,771.15	11	110.25
Florida.....	139	2,164.57	5	16.80	539	10,595.91	4	23.94
Georgia.....	176	2,405.08	3	23.00	183	3,875.93	1	18.99
Idaho.....	42	1,412.77	2	74.90	35	823.75		
Illinois.....	16,048	144,088.97	40	475.17	4,098	75,164.87	74	890.05
Indiana.....	1,791	24,616.03	14	80.42	505	8,341.39	8	47.80
Indian Territory.....	18	432.14			21	501.73		
Iowa.....	1,290	13,358.81	18	138.41	641	11,832.71	21	141.86
Kansas.....	263	4,619.49	11	140.29	615	12,506.07	5	9.73
Kentucky.....	267	3,350.30	2	9.79	304	4,826.42	3	79.99
Louisiana.....	139	2,296.93	6	48.96	319	5,974.47	4	38.07
Maine.....	2,485	31,667.08	19	280.70	373	5,434.20	8	95.96
Maryland.....	910	11,878.73	3	27.30	712	13,028.75	13	232.25
Massachusetts.....	19,942	221,997.31	100	1,181.84	5,199	81,493.02	154	2,171.68
Michigan.....	8,093	117,263.98	73	698.55	1,622	28,336.69	27	127.52
Minnesota.....	2,726	43,077.05	27	396.63	943	15,657.67	10	73.13
Mississippi.....	18	227.78			29	352.68	2	20.01
Missouri.....	1,285	14,437.40	8	32.94	1,117	18,279.20	14	119.80
Montana.....	291	7,933.03	10	127.80	200	5,377.56	17	210.46
Nebraska.....	309	2,764.33	8	140.60	481	9,397.01	5	36.92
Nevada.....	66	2,048.53	1	40.00	58	2,175.93	4	156.10
New Hampshire.....	825	11,898.90	6	36.00	218	4,045.71	5	40.12
New Jersey.....	1,597	19,778.88	7	82.00	2,796	49,444.22	54	728.85
New Mexico.....	37	988.09	2	34.90	68	1,245.91	2	6.88
New York.....	44,607	370,711.78	91	1,071.15	19,786	244,582.48	272	2,937.06
North Carolina.....	39	580.82	2	5.60	92	1,481.08	2	12.25
North Dakota.....	254	6,017.66	4	42.00	108	2,203.87		
Ohio.....	5,081	54,549.78	24	266.45	2,106	35,065.24	48	699.28
Oklahoma.....	2	25.00	1	4.90	25	557.17		
Oregon.....	997	18,931.66	13	386.00	478	9,067.02	8	30.30
Pennsylvania.....	10,048	76,858.89	28	232.50	7,113	104,535.16	94	992.31
Rhode Island.....	777	11,793.46	9	211.50	872	15,060.47	22	260.46
South Carolina.....	13	208.33	1	5.00	84	1,572.97		
South Dakota.....	414	3,882.21	3	25.00	153	3,044.16	2	3.49
Tennessee.....	202	8,339.07	2	9.80	188	3,197.69	7	57.19
Texas.....	150	2,697.15	10	71.60	604	11,406.96	7	53.74
Utah.....	136	3,179.77	9	64.30	276	5,735.15	16	91.60
Vermont.....	709	11,414.19	6	75.62	185	2,247.02	3	74.88
Virginia.....	179	2,695.16	2	35.00	443	9,430.84	7	114.35
Washington.....	2,816	53,413.69	16	285.15	604	12,218.70	8	53.59
West Virginia.....	29	483.85			54	992.39	1	14.61
Wisconsin.....	1,814	21,527.04	16	224.40	654	13,244.01	9	48.73
Wyoming.....	22	362.10	1	10.00	66	1,286.02	2	19.87
Total.....	137,708	1,481,502.74	693	8,134.17	64,289	967,005.86	1,097	12,489.51

orders issued, paid, and repaid, and fees collected, etc.—Continued.

German Empire.				Switzerland.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
54	\$1,575.72	2	\$14.86	3	\$142.05		
23	1,184.27			1	76.19		
105	4,182.73			24	898.93	1	\$2.90
1,424	62,002.28	54	820.65	179	7,006.26	4	29.50
276	12,152.38	9	201.00	84	3,557.02	4	84.61
519	16,131.23	14	96.75	81	3,127.89	5	48.17
57	2,030.50	4	40.50	2	28.56		
609	6,791.04	1	30	78	902.48	1	5.90
85	4,158.86	1	10.00	25	1,590.43		
66	1,523.73	7	78.73	15	886.40		
28	1,778.43			5	392.51		
5,254	202,393.38	78	845.50	803	32,231.59	17	275.49
709	29,400.62	21	183.24	104	4,939.00	6	226.53
13	423.32			1	53.07		
1,185	52,511.08	6	63.51	157	6,876.16		
429	18,007.00	3	16.80	103	4,694.17		
363	13,287.70	5	63.00	45	1,736.30	1	19.75
266	9,413.22	2	27.00	38	1,587.38	1	5.91
51	1,221.74	2	106.00	2	6.00	1	6.00
758	23,020.31	12	86.25	49	1,969.29	2	10.80
783	21,070.57	13	124.40	108	2,510.32	1	13.85
1,301	51,497.64	37	314.57	121	4,732.27	3	65.26
1,149	51,476.08	13	157.92	239	11,075.06	2	34.55
27	1,021.54	2	130.00	1	20.00	1	49.46
1,738	61,049.79	18	473.04	273	10,298.23	1	5.00
82	4,431.48	2	39.25	36	2,099.84	1	9.86
755	33,048.50	3	29.00	154	7,741.96	1	9.86
17	772.28			3	266.26		
30	1,580.65	3	59.00	14	921.75		
2,189	70,313.86	40	521.36	346	12,389.00	6	104.48
26	1,329.61	1	25.00	7	103.47		
12,048	344,377.03	198	2,125.01	1,873	50,583.18	57	948.25
21	699.78			3	100.75	1	3.00
99	4,518.00			19	1,057.22	1	19.75
2,526	92,738.00	48	413.10	461	17,404.69	7	91.57
30	1,393.18			6	386.46		
255	12,425.46	3	73.00	86	4,509.01		
3,636	124,563.11	48	461.57	577	19,492.64	12	170.94
85	2,594.90	4	27.00	8	215.90	2	7.43
50	1,870.97			11	665.28		
202	9,643.58	3	16.00	28	1,535.23		
98	3,645.86			29	1,384.79		
774	36,888.90	20	398.03	163	6,918.61	5	18.81
49	2,710.18	4	8.25	7	238.49	2	110.00
14	441.17	1	40.00	4	176.34		
78	2,321.35			16	763.99		
265	13,316.72	4	102.97	53	1,990.45		
86	3,300.26			17	610.76		
2,244	95,188.54	43	510.14	319	13,647.23	5	116.90
19	699.73			1	20.08	1	10.00
42,054	1,509,139.22	729	8,689.70	6,782	246,001.85	152	2,304.53

No. 12.—Statement showing the number and amount of international money

States and Territories.	Italy.				France.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama	2	\$126.52	.....	.....	15	\$434.26	1	\$10.00
Alaska .....	.....	.....	.....	.....	.....	.....	.....	.....
Arizona	5	279.34	.....	.....	1	1.90	1	16.40
Arkansas .....	.....	.....	.....	.....	6	118.81	2	7.96
California	76	3,716.91	1	\$10.00	364	12,279.26	17	332.47
Colorado	37	2,159.61	2	57.00	40	1,097.68	8	71.91
Connecticut	43	2,032.26	12	251.00	78	1,710.67	13	151.75
Delaware .....	.....	.....	.....	.....	3	51.74	.....	.....
District of Columbia	29	267.91	1	5.00	188	1,848.68	7	403.35
Florida	8	225.53	1	2.00	12	150.67	.....	.....
Georgia	5	96.67	.....	.....	14	191.70	4	77.32
Idaho .....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois	122	6,567.98	12	731.00	353	5,769.20	10	67.36
Indiana	7	108.27	1	20.00	45	1,033.09	5	107.16
Indian Territory	3	94.37	1	5.00	6	195.26	1	14.00
Iowa	7	270.90	.....	.....	26	751.25	2	6.85
Kansas	16	766.64	.....	.....	46	1,241.63	4	62.20
Kentucky	20	914.20	1	5.00	17	402.04	.....	.....
Louisiana	68	3,869.44	15	332.68	353	10,426.66	6	70.34
Maine	2	27.38	.....	.....	10	262.42	7	205.95
Maryland	13	427.10	1	2.00	52	780.59	1	.30
Massachusetts	96	2,887.89	6	325.00	383	6,109.69	23	292.27
Michigan	35	1,580.51	5	139.00	60	1,380.78	7	73.55
Minnesota	24	817.39	.....	.....	63	1,464.72	4	45.00
Mississippi	2	28.62	.....	.....	4	82.04	.....	.....
Missouri	33	1,157.03	8	65.00	148	2,958.28	3	7.86
Montana .....	.....	.....	.....	.....	2	95.86	1	7.00
Nebraska	6	303.07	1	60.00	11	178.52	2	20.00
Nevada	1	47.70	1	2.00	.....	.....	.....	.....
New Hampshire .....	.....	.....	.....	.....	5	138.54	.....	.....
New Jersey	97	3,784.56	4	68.00	170	3,881.28	6	87.84
New Mexico	4	251.87	1	30.00	9	122.38	1	5.00
New York	950	26,719.84	12	102.39	2,414	38,069.76	59	674.79
North Carolina	1	1.24	.....	.....	13	342.06	10	606.37
North Dakota .....	.....	.....	.....	.....	2	5.90	.....	.....
Ohio	37	1,249.31	2	13.00	127	2,532.15	7	23.49
Oklahoma .....	.....	.....	.....	.....	1	19.00	.....	.....
Oregon	3	108.77	2	15.00	15	565.75	4	20.50
Pennsylvania	183	6,345.90	14	846.25	408	8,896.46	18	131.06
Rhode Island	21	709.84	2	36.00	73	4,975.69	1	1.86
South Carolina	8	198.06	.....	.....	7	85.89	.....	.....
South Dakota	1	35.30	3	245.41	4	71.92	.....	.....
Tennessee	10	396.33	.....	.....	18	778.78	1	15.00
Texas	25	895.94	2	12.50	63	1,644.17	4	76.84
Utah .....	.....	.....	.....	.....	1	4.76	.....	.....
Vermont	2	23.85	.....	.....	17	241.09	.....	.....
Virginia	12	633.70	.....	.....	24	629.21	3	17.60
Washington	3	195.59	.....	.....	80	1,671.76	1	1.75
West Virginia	1	20.19	.....	.....	2	55.27	.....	.....
Wisconsin	16	735.97	1	20.00	86	986.37	1	8.00
Wyoming .....	.....	.....	1	3.00	1	69.74	.....	.....
Total	2,064	70,608.50	108	3,403.23	5,687	116,306.55	245	3,719.49

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Sweden.				Norway.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
3	\$92.49						
1	5.65			1	\$41.00		
94	4,468.54	6	\$167.00	37	1,655.71	3	\$72.00
76	4,022.13	6	128.90	9	501.35		
96	4,551.97	5	50.00	12	640.11		
3	115.87	1	19.00				
119	1,151.80			96	105.25		
10	424.50			2	54.30		
5	182.26			4	44.77		
678	30,271.92	6	63.22	1	2.68		
17	728.18			268	7,428.43	4	92.03
				6	74.53		
106	5,419.05	3	14.17	50	1,948.12	1	5.00
68	8,801.09	4	276.00	3	74.53		
6	335.15						
25	1,926.88			2	30.84		
7	180.48	1	3.00	5	43.89		
5	83.75			2	21.00		
238	10,834.94	11	289.08	32	716.98		
187	10,008.72	5	158.00	32	1,109.67	3	15.77
488	22,286.54	1	5.00	294	12,052.31	3	19.00
7	600.79						
39	1,713.83			8	124.69		
14	965.10			8	347.01		
109	5,542.06			9	334.78		
10	423.12	1	5.00				
41	2,009.75	1	7.00	28	1,278.02		
489	15,719.55	9	223.91	299	8,178.27	3	90.55
38	1,726.03			52	2,012.98	1	15.00
21	542.76			9	139.15	1	5.00
41	2,621.39			28	1,635.87	1	6.00
126	5,689.77	5	50.71	35	533.11	1	4.00
36	1,494.27	1	30.00	14	212.19		
		1	2.00	1	64.50	1	15.00
26	1,199.24			45	2,089.62	1	5.40
6	324.23						
8	872.63	1	5.00	2	169.00		
84	1,839.56	7	220.00	7	148.56		
4	165.94						
3	28.14			1	37.11		
97	5,478.42	8	62.90	41	1,937.56		
2	120.64						
82	3,968.42	1	1.90	141	6,590.06	3	57.00
6	868.48						
3,420	153,829.05	79	1,781.79	1,586	52,372.85	26	401.75

No. 12—Statement showing the number and amount of international money

States and Territories.	Belgium.				Portugal.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama.....	1	\$16.32						
Alaska.....								
Arizona.....								
Arkansas.....	2	190.46						
California.....	44	1,626.28	1	\$1.00	29	\$1,916.73	1	\$20.00
Colorado.....	10	376.39					1	15.00
Connecticut.....	15	330.13			1	.62		
Delaware.....	3	157.71						
District of Columbia.....	24	213.14			2	2.90		
Florida.....	4	61.62						
Georgia.....	3	30.00						
Idaho.....	5	68.55						
Illinois.....	150	4,860.56	3	56.39				
Indiana.....	48	2,523.90	1	50.00				
Indian Territory.....	2	30.46						
Iowa.....	15	481.47			1	3.53		
Kansas.....	20	965.47						
Kentucky.....	7	283.12						
Louisiana.....	15	905.01						
Maine.....	5	71.74						
Maryland.....	11	283.89						
Massachusetts.....	46	596.21	2	38.00	22	1,488.30	7	125.00
Michigan.....	91	4,875.11	1	90.00	1	22.50		
Minnesota.....	29	1,408.50			1	23.28		
Mississippi.....	4	88.56						
Missouri.....	37	511.16			1	10.00		
Montana.....	4	280.46						
Nebraska.....	6	407.87						
Nevada.....								
New Hampshire.....								
New Jersey.....	39	1,179.49	5	167.00				
New Mexico.....	1	1.90						
New York.....	879	5,782.30			147	5,567.68		
North Carolina.....								
North Dakota.....								
Ohio.....	42	1,539.05			1	10.00	1	5.00
Oklahoma.....	2	33.89						
Oregon.....	17	675.06						
Pennsylvania.....	137	4,139.50	3	39.90	2	104.00	1	20.00
Rhode Island.....	4	114.17			1	87.17	1	30.00
South Carolina.....								
South Dakota.....	1	8.00						
Tennessee.....	1	5.00						
Texas.....	21	1,464.23						
Utah.....	3	12.77	1	2.00	1	7.31		
Vermont.....	1	19.04						
Virginia.....	4	118.98						
Washington.....	21	785.73						
West Virginia.....	2	19.99						
Wisconsin.....	63	3,525.24	1	50.00				
Wyoming.....	1	88.09						
Total.....	1,340	41,006.52	18	494.29	210	9,244.11	12	215.00

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Netherlands.				New South Wales.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
3	\$89.48			3	\$73.05		
57	1,464.90			230	5,948.81	3	\$31.00
19	365.16			40	1,748.33		
17	129.54			15	401.62		
				1	4.87		
17	42.23			10	104.86		
12	359.23			1	4.87		
1	11.23						
2	12.10						
200	6,195.03	4	\$38.06	116	1,689.46		
7	111.83			29	200.91		
113	3,254.44			15	216.90		
5	173.42			2	73.05		
				2	19.48		
3	137.90	1	30.00	5	60.98	1	5.15
1	85.00	1	31.00	95	710.88		
8	42.19			6	142.04		
42	460.40			96	1,739.46	2	1.64
258	7,319.48	2	12.00	18	595.66		
30	474.45			10	166.80		
1	4.20						
40	529.31			15	195.34		
				1	7.64		
12	659.14			8	129.09		
				11	328.12		
				1	43.83		
123	2,885.00	1	4.00	14	321.61		
1	80.00						
465	5,227.15	5	198.50	651	10,561.88	6	94.62
1	29.07	1	16.40				
4	212.32						
88	687.83			48	813.06		
1	20.00						
4	159.50			2	19.48		
44	677.74			151	2,867.94		
2	11.65			4	63.19	1	.24
4	78.19						
4	69.84			1	24.35		
6	33.05			3	101.17		
5	409.88						
2	46.48			1	10.15		
5	137.24			1	19.48		
7	233.84			7	147.72		
66	1,426.41			9	222.22		
1,690	34,353.75	15	329.90	1,626	29,784.93	13	126.64

No. 12.—Statement showing the number and amount of international money

States and Territories.	Victoria.				Japan.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama					8	\$211.16		
Alaska								
Arizona								
Arkansas								
California	187	\$4,597.83	6	\$186.62	170	4,616.95	3	\$5.00
Colorado	13	318.54	3	112.01	7	281.19		
Connecticut	11	207.67			15	424.14	1	1.00
Delaware					2	10.00		
District of Columbia	30	1,167.46			40	770.99	1	50.00
Florida								
Georgia					3	49.78		
Idaho	1	4.87						
Illinois	88	1,773.11			36	1,094.70		
Indiana	26	302.31			5	73.58		
Indian Territory								
Iowa	9	124.14			4	33.69		
Kansas	2	58.44			10	101.56		
Kentucky	1	2.43			1	10.00		
Louisiana	3	97.40			1	12.00		
Maine	75	861.70			1	1.32		
Maryland	2	34.09			7	81.58		
Massachusetts	53	798.59			60	\$271.85		
Michigan	10	95.91			69	3,740.89		
Minnesota	8	115.97			4	105.06	1	5.00
Mississippi					1	10.00		
Missouri	24	668.85	2	24	10	113.74	1	50.00
Montana								
Nebraska	1	8.58			1	18.66		
Nevada								
New Hampshire	3	52.18			2	11.57		
New Jersey	18	472.56			6	44.34		
New Mexico								
New York	586	8,332.73			337	4,024.48	2	29.70
North Carolina					2	23.74		
North Dakota					1	7.05		
Ohio	45	905.24			27	584.08	1	27.00
Oklahoma								
Oregon	1	24.35	1	6.10	13	682.92		
Pennsylvania	99	2,179.02			73	557.01		
Rhode Island	7	57.80			3	16.86		
South Carolina			1	25.00	2	15.00		
South Dakota	1	4.87			1	2.50		
Tennessee	3	17.04			7	301.41		
Texas	3	69.39			4	81.17		
Utah					2	150.00		
Vermont								
Virginia	2	48.70			9	125.33		
Washington	9	187.12			9	133.40		
West Virginia								
Wisconsin	3	69.64			6	120.92		
Wyoming								
Total	1,324	23,688.71	13	\$29.97	950	19,575.05	10	118.23

orders issued, paid, and repaid, and fees collected, etc.—Continued.

New Zealand.				Hawaiian Kingdom.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
				2	\$70.00		
1	\$18.92			2	20.00		
2	97.40			1,248	20,047.84	2	\$23.50
210	3,371.02	1	\$0.99	15	145.85		
3	14.81			28	218.83		
29	522.28	1	2.01	1	5.00		
				55	172.05		
32	310.60			3	44.83		
				2	31.00		
114	975.96	1	2.44	164	1,499.04		
21	245.16			19	180.01		
11	108.21			19	273.05		
3	28.78			8	135.00		
3	19.48			5	60.85		
3	36.70			38	243.75		
147	1,248.31			20	551.40		
1	2.23			12	90.90		
123	1,511.93			173	1,793.80	1	50.00
37	813.08			43	345.40		
12	812.41			11	106.97		
1	1.01						
18	125.27	1	48.70	35	390.36		
				3	110.00		
3	10.46			5	27.50		
1	24.35			2	30.00		
2	58.44			4	90.00		
15	222.69			18	126.22		
758	7,127.45			683	6,735.37		
				2	24.25		
48	709.99			48	560.37		
7	346.09			26	514.65	1	7.00
137	1,205.53			158	912.17		
4	13.68			4	115.00		
				1	50.00		
				2	7.00		
				3	9.00		
1	9.74			3	67.00		
3	52.46	3	20.97	4	74.25		
				2	4.00		
				2	6.25		
3	76.21			17	339.80		
4	35.29			15	574.79		
1,756	20,149.14	7	75.11	2,915	36,822.04	4	80.50

No. 12.—Statement showing the number and amount of international money

States and Territories.	Jamaica.				Cape Colony.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama	2	\$58.44						
Alaska								
Arizona								
Arkansas								
California	20	410.79	2	\$14.99	24	\$522.27		
Colorado	5	131.05			19	409.08		
Connecticut	35	289.61			7	62.69		
Delaware								
District of Columbia	22	636.86			7	145.84		
Florida	8	121.24			1	2.00		
Georgia								
Idaho								
Illinois	40	345.55			80	606.72		
Indiana	6	24.08			4	23.38		
Indian Territory								
Iowa	6	204.54			3	20.81		
Kansas								
Kentucky					1	24.35		
Louisiana	31	826.70			1	7.30		
Maine	34	271.90			15	84.61		
Maryland	75	1,603.58			3	27.51		
Massachusetts	147	2,347.06	2	25.00	24	270.89		
Michigan	9	165.41			5	121.02	1	\$0.49
Minnesota	2	52.60			3	15.57		
Mississippi	1	1.75						
Missouri	16	153.95			11	160.57		
Montana					1	7.30		
Nebraska								
Nevada								
New Hampshire					1	24.35		
New Jersey	33	764.13			2	49.67		
New Mexico								
New York	1,307	29,319.86	2	5.88	335	3,762.74		
North Carolina								
North Dakota								
Ohio	66	2,155.80			18	264.92		
Oklahoma								
Oregon	2	58.44						
Pennsylvania	163	2,150.50	1	50.00	46	810.36		
Rhode Island					5	58.20		
South Carolina					1	4.93		
South Dakota					1	4.87		
Tennessee	5	212.87			1	4.87		
Texas	12	243.79			2	34.09		
Utah								
Vermont	2	48.70						
Virginia	6	69.95			2	25.80		
Washington			1	4.99	1	29.82		
West Virginia								
Wisconsin	15	300.88			6	17.59		
Wyoming								
Total	2,070	42,970.03	8	100.86	580	7,761.12	1	.49

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Windward Islands.				Leeward Islands.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
8	\$212.90			3	\$23.42		
6	159.53			3	207.61		
				5	61.17	1	\$15.00
9	13.02			4	8.35		
2	57.45						
2	24.35						
17	182.90			5	65.58		
2	164.95						
1	7.51						
8	37.50			2	4.06		
19	136.76			8	88.29		
1	89.98						
85	2,661.87			9	104.83		
15	822.76			3	4.00		
3	26.63			1	7.51		
2	109.21						
2	33.79	1	\$2.01				
49	1,426.62			1	.24		
1,301	83,701.16	2	69.99	1,007	62,985.74	1	27.01
36	2,634.75			3	95.00		
122	4,328.28	2	46.35	33	1,608.78		
1	1.22	1	25.00	4	39.27		
				1	27.05		
				1	2.44		
6	449.00	1	4.99				
				8	336.71		
1,697	97,232.99	7	148.34	1,101	65,670.05	2	42.01

Statement showing the number and amount of international money

	Tasmania.				Queensland.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama								
Alaska								
Arizona								
Arkansas								
California	21	\$599.73			58	\$1,658.65	1	\$12.99
Colorado					1	24.35		
Connecticut	1	1.34			2	73.05		
Delaware								
District of Columbia	3	22.48			3	24.34		
Florida								
Georgia					1	48.70		
Idaho								
Illinois	10	63.09			57	665.93		
Indiana	4	35.28			12	108.95		
Indian Territory								
Iowa	1	2.49			8	121.75		
Kansas					1	1.21		
Kentucky					1	34.09		
Louisiana					4	60.46		
Maine	26	105.44			39	247.49		
Maryland	2	100.38			4	90.70		
Massachusetts	9	69.22			21	151.19		
Michigan					7	122.09		
Minnesota					1	2.43		
Mississippi								
Missouri	2	3.47			8	118.33		
Montana	2	43.83						
Nebraska								
Nevada								
New Hampshire								
New Jersey	5	224.02			20	231.32		
New Mexico								
New York	113	1,080.68			219	2,737.09		
North Carolina								
North Dakota								
Ohio	16	306.87			32	407.17		
Oklahoma								
Oregon					1	4.50		
Pennsylvania	15	217.10			37	647.19		
Rhode Island					2	6.73		
South Carolina								
South Dakota								
Tennessee								
Texas								
Utah					3	146.10		
Vermont								
Virginia	1	48.70			7	311.68		
Washington								
West Virginia								
Wisconsin	2	25.57			6	32.25		
Wyoming								
Total	233	2,949.60			550	8,077.74	1	12.99

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Denmark.				Newfoundland.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
		1	\$50.00	1	\$1.00		
1	\$21.22						
85	3,509.41			14	308.65		
11	322.01	1	2.75	4	110.15		
28	926.20	2	26.00	78	1,783.79		
				3	50.00		
38	59.92			76	389.77		
3	93.68			3	95.00		
1	5.04						
1	15.12						
377	10,224.47	3	40.00	79	1,148.74		
9	254.06			19	130.61		
109	5,068.92						
14	553.59						
3	25.87						
5	180.02			1	1.00		
16	263.33			83	947.38		
14	246.96			42	2,496.32		
43	1,162.02			482	17,959.92	3	\$42.00
61	2,149.62	2	18.00	12	80.04		
117	4,197.63			5	149.80		
27	1,085.33			7	11.10		
7	316.55			1	59.09		
107	4,627.19			2	25.00		
		1	77.00				
				11	107.45		
68	1,688.89	1	15.00	39	1,327.53		
2	159.16						
424	14,697.44	2	14.06	1,051	29,532.64		
1	13.58						
14	559.71						
43	1,451.96	1	5.00	26	614.06		
18	973.83	1	15.00				
58	1,466.46			147	1,532.45		
1	8.00			7	110.70		
1	25.82	2	25.00				
17	861.87						
1	10.61			43	3,922.16		
9	233.84			5	192.63		
26	838.61	3	19.00				
7	103.97			1	3.00		
2	105.04			1	43.40		
44	1,941.05			5	196.03		
5	59.68						
117	3,952.85			15	344.85		
		1	54.06				
1,935	64,458.53	21	300.86	2,263	63,618.17	3	42.00

Statement showing the number and amount of international money

	Bahamas.				Trinidad and Tobago.			
	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
Alabama								
Alaska								
Arizona								
Arkansas								
California								
Colorado								
Connecticut	3	\$12.51						
Delaware								
District of Columbia	11	48.80						
Florida	6	63.23						
Georgia								
Idaho								
Illinois	8	90.97						
Indiana								
Indian Territory								
Iowa								
Kansas								
Kentucky								
Louisiana								
Maine	1	471						
Maryland	2	52.87						
Massachusetts	8	51.44						
Michigan								
Minnesota	1	3.00						
Mississippi								
Missouri								
Montana								
Nebraska	1	51.65						
Nevada								
New Hampshire								
New Jersey	4	54.72						
New Mexico								
New York	166	4,435.42						
North Carolina					1	\$28.25		
North Dakota								
Ohio	2	5.94						
Oklahoma								
Oregon								
Pennsylvania	13	50.38			8	65.20		
Rhode Island					1	97.40		
South Carolina								
South Dakota								
Tennessee								
Texas					1	1.52		
Utah								
Vermont								
Virginia					2	30.00		
Washington					1	10.00		
West Virginia								
Wisconsin	2	8.52						
Wyoming								
Total	228	4,954.16			14	232.37		

orders issued, paid, and repaid, and fees collected, etc.—Continued.

Austria-Hungary.				Totals.			
No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.	No. of orders paid.	Amount of orders paid.	No. of orders repaid.	Amount of orders repaid.
				818	\$4,352.12	12	\$212.45
				66	2,317.40	1	20.00
				264	7,913.79	1	16.40
13	\$391.02			12,473	283,358.59	233	2,964.79
				2,712	70,621.61	77	1,379.64
17	870.31			6,030	89,480.40	99	1,141.38
				225	4,638.41	8	81.23
7	125.86			5,646	40,315.49	24	580.70
				863	20,277.42	11	52.74
				474	8,650.03	15	209.04
				127	4,718.41	2	74.90
115	5,456.00	1	\$5.00	29,890	541,788.84	253	3,581.65
		1	2.00	3,393	73,463.46	57	717.15
				64	1,730.35	2	19.00
6	195.56			3,779	103,240.45	51	369.80
				1,609	47,808.45	27	499.07
				1,046	25,329.78	12	177.53
				1,350	37,536.30	36	558.11
				3,520	44,534.80	39	722.61
				2,091	56,464.59	32	358.90
				28,174	381,749.79	325	4,679.76
				12,099	237,183.08	166	1,722.71
				6,114	165,574.41	61	736.23
				96	2,439.05	5	199.47
21	829.23			4,895	115,045.67	51	753.16
				652	22,095.58	31	394.37
				1,975	68,276.37	20	296.38
				159	5,693.97	7	275.10
				1,128	19,398.28	16	142.13
29	933.48			7,757	174,830.70	125	1,785.63
				145	4,262.39	7	101.78
6	225.29			92,411	1,384,793.99	721	8,412.87
				176	3,304.37	16	643.62
				591	18,320.44	6	76.75
62	3,269.13			10,969	221,256.90	140	1,549.89
				67	2,424.70	1	4.90
10	757.70			1,969	54,101.45	34	559.50
110	5,190.98			23,677	877,590.16	227	8,045.61
11	500.13			1,947	38,956.15	44	624.61
1	4.87			184	4,842.81	6	72.00
1	30.07			903	22,041.66	12	295.30
				625	17,686.37	10	81.90
24	1,527.80			1,870	59,328.34	49	634.52
				565	15,194.60	45	536.12
				838	14,888.31	10	190.50
1	19.23			788	17,337.60	12	166.95
6	229.94			4,052	95,292.23	34	515.34
1	16.02			198	5,688.07	1	14.61
				5,643	166,986.37	80	1,032.07
				116	2,852.24	6	96.92
441	-20,574.02	2	7.00	287,412	5,189,978.74	3,266	43,408.41

No. 13.—*Statement showing the receipts and disbursements of the money-order offices of the United States during the fiscal year ended June 30, 1892.*

RECEIPTS.

Balance in the hands of postmasters June 30, 1891		\$2, 148, 281. 15
Amount received for domestic money orders issued. \$120, 066, 801. 07		
Amount received for postal notes issued	11, 895, 765. 51	
Amount received for international money orders issued	15, 120, 271. 55	
Total issued		147, 082, 838. 13
Amount received for fees on domestic money orders issued	1, 036, 074. 98	
Amount received for fees on postal notes issued....	211, 856. 25	
Amount received for fees on international money orders issued.....	187, 323. 30	
Total fees		1, 435, 254. 53
Amount of foreign exchange received.....	153, 415. 51	
Amount of deposits received from postmasters	108, 349, 972. 48	
Amount of drafts drawn on postmasters at New York, N. Y.	13, 048, 121. 77	
Amount of drafts drawn on assistant treasurer at New York, N. Y.	8, 011, 156. 29	
Amount transferred from postage fund	1, 032, 422. 80	
Amount of gain	952. 47	
Balance due postmasters June 30, 1892.....	9, 067. 40	
		130, 605, 108. 72
Total receipts.....		281, 271, 482. 53

DISBURSEMENTS.

Amount of domestic money orders paid.....	\$119, 318, 100. 61	
Amount of postal notes paid.....	11, 871, 393. 26	
Amount of international money orders paid	5, 189, 978. 74	
Total paid		\$136, 379, 472. 61
Amount of domestic money orders repaid.....	803, 653. 58	
Amount of international money orders repaid.....	43, 408. 41	
Total repaid		847, 061. 99
Amount of foreign exchange purchased.....	10, 063, 394. 28	
Amount of drafts paid by postmaster at New York, N. Y.	13, 027, 099. 00	
Amount deposited with assistant treasurer at New York, N. Y., to credit of Postmaster-General on money-order account.....	7, 543, 930. 16	
Amount deposited with assistant treasurer at New York, N. Y., to credit of the Treasurer of the United States for use of the Post-Office Department, being revenue on money-order account for year ended December 31, 1891.....	1, 129, 597. 84	
Amount deposited at first-class offices	108, 357, 734. 21	
Amount transferred to postage fund	1, 226, 963. 16	
Amount of loss.....	22, 632. 58	
Amount of expense.....	135, 272. 87	
Amount paid for commissions on money orders	367, 261. 17	
Amount paid for commissions on postal notes.....	54, 767. 65	
Balance due postmasters June 30, 1891.....	9, 100. 31	
Balance in the hands of postmasters June 30, 1892..	2, 107, 194. 70	
		144, 044, 947. 93
Total disbursements		281, 271, 482. 53

No. 14.—*Statement showing the transfers to and from money-order account during the fiscal year ended June 30, 1892.*

Amount transferred to money-order account.....	\$1, 032, 422. 80	
Balance due postal account June 30, 1891	441, 386. 95	
		<u>\$1, 473, 809. 75</u>
Amount transferred from money-order account.....	1, 226, 963. 16	
Balance due postal account June 30, 1892	246, 846. 59	
		<u>1, 473, 809. 75</u>

No. 15.—*Statement showing the money-order transactions with the United States assistant treasurer at New York, N. Y., during the fiscal year ended June 30, 1892.*

Balance in the hands of the assistant treasurer June 30, 1891.....	\$2, 997, 016. 72	
Amount deposited with the assistant treasurer.....	7, 543, 930. 16	
		<u>\$10, 540, 946. 88</u>
Amount of drafts paid by the assistant treasurer...	8, 011, 156. 29	
Balance in the hands of the assistant treasurer June 30, 1892.....	2, 529, 790. 59	
		<u>10, 540, 946. 88</u>

No. 16.—*Statement showing the revenue which accrued on money order and postal note transactions during the fiscal year ended June 30, 1892.*

DOMESTIC.

Amount received for fees on orders issued.....	\$1, 036, 074. 98	
Amount of gain.....	952. 47	
		<u>\$1, 037, 027. 45</u>
Amount allowed postmasters:		
For commissions	362, 593. 51	
For incidental expenses	104, 300. 64	
For lost remittances and burglaries.....	11, 125. 40	
For bad debts	11, 507. 18	
		<u>489, 526. 73</u>
Net revenue.....		<u>547, 500. 72</u>
		<u>1, 037, 027. 45</u>

POSTAL NOTES.

Amount received for fees on postal notes issued		<u>\$211, 856. 25</u>
Amount allowed postmasters:		
For commissions	\$54, 767. 65	
For incidental expenses	23, 966. 10	
		<u>78, 733. 75</u>
Net revenue		<u>133, 122. 50</u>
		<u>211, 856. 25</u>

No. 17.—Statement showing the revenue which accrued on international money-order transactions during the fiscal year ended June 30, 1892.

INTERNATIONAL.

CANADA.

Amount received for fees on orders issued.....		\$19,165.80
Amount allowed postmasters:		
For commissions	\$705.95	
For incidental expenses	562.95	
		1,268.90
Amount paid Canada for excess of commissions		22.69
Net revenue.....		17,874.21
		19,165.80

GREAT BRITAIN AND IRELAND.

Amount received for fees on orders issued.....	\$70,275.15	
Amount received for gain on exchange.....	13,052.94	
		\$83,328.09
Amount allowed postmasters:		
For commissions	2,015.90	
For incidental expenses	2,671.13	
		4,687.03
Amount paid Great Britain:		
For excess of commissions	22,526.61	
For incidental expenses	158.60	
		22,685.21
Net revenue		55,955.85
		83,328.09

GERMANY.

Amount received for fees on orders issued.....	\$41,476.15	
Amount received for gain on exchange.....	27,218.15	
		\$68,694.30
Amount allowed postmasters:		
For commissions	811.11	
For incidental expenses	1,839.57	
		2,650.68
Amount paid Germany for excess of commissions.....		8,549.35
Net revenue.....		57,494.27
		68,694.30

SWITZERLAND.

Amount received for fees on orders issued.....	\$8,896.25	
Amount received for gain on exchange.....	12,243.91	
		\$21,140.16
Amount allowed postmasters:		
For commissions	178.02	
For incidental expenses	359.72	
		537.74
Amount paid Switzerland for excess of commissions.....		2,297.42
Net revenue.....		18,305.00
		21,140.16

No. 17.—*Statement showing the revenue which accrued on international money-order transactions, etc.—Continued.*

ITALY.

Amount received for fees on orders issued	\$13, 773. 30	
Amount received for gain on exchange	29, 783. 68	
		<u>\$43, 556. 98</u>
Amount allowed postmasters:		
For commissions	274. 78	
For incidental expenses	302. 61	
		<u>577. 39</u>
Amount paid Italy for excess of commissions		6, 106. 09
Net revenue		<u>36, 873. 50</u>
		<u>43, 556. 98</u>

FRANCE.

Amount received for fees on orders issued	\$4, 697. 40	
Amount received for gain on exchange	5, 672. 66	
		<u>\$10, 370. 06</u>
Amount allowed postmasters:		
For commissions	101. 86	
For incidental expenses	157. 31	
		<u>259. 17</u>
Amount paid France for excess of commissions		1, 205. 19
Net revenue		<u>8, 905. 70</u>
		<u>10, 370. 06</u>

JAMAICA.

Amount received for fees on orders issued	\$60. 10	
Amount received for excess of commissions	195. 25	
		<u>\$255. 35</u>
Amount allowed postmasters:		
For commissions	1. 11	
For incidental expenses	20. 91	
		<u>22. 02</u>
Net revenue		<u>233. 33</u>
		<u>255. 35</u>

NEW ZEALAND

Amount received for fees on orders issued	\$160. 90	
Amount received for excess of commissions	40. 69	
		<u>\$201. 59</u>
Amount allowed postmasters:		
For commissions	3. 86	
For incidental expenses	5. 39	
		<u>9. 25</u>
Net revenue		<u>192. 34</u>
		<u>201. 59</u>

VICTORIA.

Amount received for fees on orders issued	\$187. (0)	
Amount received for excess of commissions	67. 53	
		<u>\$255. 13</u>
Amount allowed postmasters:		
For commissions	3. 26	
For incidental expenses	4. 06	
		<u>7. 32</u>
Net revenue		<u>247. 81</u>
		<u>255. 13</u>

No. 17.—Statement showing the revenue which accrued on international money-order transactions, etc.—Continued.

NEW SOUTH WALES.

Amount received for fees on orders issued.....	\$244. 20	
Amount received for excess of commissions	81. 78	
		<u>\$325. 98</u>
Amount allowed postmasters:		
For commissions.....	4. 74	
For incidental expenses.....	4. 70	
		<u>9. 44</u>
Net revenue		<u>316. 54</u>
		<u>325. 98</u>

BELGIUM.

Amount received for fees on orders issued.....	\$1, 391. 55	
Amount received for gain on exchange	1, 748. 71	
		<u>\$3, 140. 26</u>
Amount allowed postmasters:		
For commissions.....	29. 67	
For incidental expenses.....	52. 25	
		<u>81. 92</u>
Amount paid Belgium for excess of commissions.....		391. 65
Net revenue		<u>2, 666. 69</u>
		<u>3, 140. 26</u>

PORTUGAL.

Amount received for fees on orders issued.....	\$394. 80	
Amount received for gain on exchange.....	5, 463. 15	
		<u>\$5, 857. 95</u>
Amount allowed postmasters:		
For commissions.....	5. 80	
For incidental expenses.....	26. 58	
		<u>32. 38</u>
Amount paid Portugal for excess of commissions.....		142. 28
Net revenue.....		<u>5, 683. 29</u>
		<u>5, 857. 95</u>

SWEDEN.

Amount received for fees on orders issued	\$14, 593. 75	
Amount received for gain on exchange.....	4, 545. 63	
		<u>\$19, 139. 38</u>
Amount allowed postmasters:		
For commissions.....	344. 80	
For incidental expenses.....	457. 26	
		<u>802. 06</u>
Amount paid Sweden for excess of commissions.....		5, 447. 61
Net revenue.....		<u>12, 889. 71</u>
		<u>19, 139. 38</u>

TASMANIA.

Amount received for fees on orders issued.....	\$18. 30	
Amount received for excess of commissions.....	7. 64	
		<u>\$25. 94</u>
Amount allowed postmasters:		
For commissions.....	. 22	
For incidental expenses.....	. 35	
		<u>. 57</u>
Net revenue.....		<u>25. 37</u>
		<u>25. 94</u>

No. 17.—Statement showing the revenue which accrued on international money-order transactions, etc.—Continued.

WINDWARD ISLANDS.

Amount received for fees on orders issued.....	\$98.90	
Amount received for excess of commissions.....	496.06	
		<u>\$594.96</u>
Amount allowed postmasters:		
For commissions .....	.51	
For incidental expenses.....	16.97	
		<u>17.48</u>
Net revenue		<u>577.48</u>
		<u>594.96</u>

JAPAN.

Amount received for fees on orders issued.....		\$723.20
Amount allowed postmasters:		
For commissions	\$4.07	
For incidental expenses.....	11.87	
		<u>15.94</u>
Amount paid Japan for excess of commissions.....		237.60
Net revenue		<u>469.66</u>
		<u>723.20</u>

CAPE COLONY.

Amount received for fees on orders issued.....	\$16.30	
Amount received for excess of commissions	38.90	
		<u>\$55.20</u>
Amount allowed postmasters:		
For commissions	4.46	
For incidental expenses.....	6.95	
		<u>7.41</u>
Net revenue.....		<u>47.79</u>
		<u>55.20</u>

HAWAIIAN KINGDOM.

Amount received for fees on orders issued.....	\$84.20	
Amount received for excess of commissions.....	283.73	
		<u>\$367.93</u>
Amount allowed postmasters:		
For commissions	5.12	
For incidental expenses.....	11.71	
		<u>16.83</u>
Net revenue		<u>351.10</u>
		<u>367.93</u>

QUEENSLAND.

Amount received for fees on orders issued.....	\$51.80	
Amount received for excess of commissions.....	31.40	
		<u>\$83.20</u>
Amount allowed postmasters:		
For commissions	1.51	
For incidental expenses.....	4.91	
		<u>6.42</u>
Net revenue		<u>76.78</u>
		<u>83.20</u>

No. 17.—Statement showing the revenue which accrued on international money-order transactions, etc.—Continued.

LEEWARD ISLANDS.

Amount received for fees on orders issued.....	\$31.90	
Amount received for excess of commissions.....	315.75	
		<u>\$347.65</u>
Amount allowed postmasters:		
For commissions .....	.09	
For incidental expenses	10.34	
		<u>10.43</u>
Net revenue		<u>337.22</u>
		<u>347.65</u>

NORWAY.

Amount received for fees on orders issued.....	\$6,492.70	
Amount received for gain on exchange.....	1,942.78	
		<u>\$8,435.48</u>
Amount allowed postmasters:		
For commissions	80.77	
For incidental expenses.....	232.74	
		<u>313.51</u>
Amount paid Norway for excess of commissions.....		<u>2,612.89</u>
Net revenue		<u>5,509.08</u>
		<u>8,435.48</u>

NETHERLANDS.

Amount received for fees on orders issued.....	\$763.15	
Amount received for gain on exchange.....	296.92	
		<u>\$1,060.07</u>
Amount allowed postmasters:		
For commissions	24.56	
For incidental expenses	54.96	
		<u>79.52</u>
Amount paid Netherlands for excess of commissions		<u>79.80</u>
Net revenue		<u>900.75</u>
		<u>1,060.07</u>

DENMARK.

Amount received for fees on orders issued.....	\$2,294.00	
Amount received for gain on exchange.....	444.26	
		<u>\$2,738.26</u>
Amount allowed postmasters:		
For commissions	62.29	
For incidental expenses	118.18	
		<u>180.47</u>
Amount paid Denmark for excess of commissions		<u>667.90</u>
Net revenue		<u>1,889.89</u>
		<u>2,738.26</u>

NEWFOUNDLAND.

Amount received for fees on orders issued.....	\$419.80	
Amount received for excess of commissions	132.81	
		<u>\$552.61</u>
Amount allowed postmasters:		
For commissions	5.03	
For incidental expenses	13.10	
		<u>18.13</u>
Net revenue.....		<u>534.48</u>
		<u>552.61</u>

No. 17.—Statement showing the revenue which accrued on international money-order transactions, etc.—Continued.

BAHAMAS.

Amount received for fees on orders issued.....	\$16. 10	
Amount received for excess of commissions.....	20. 21	
		<u>\$36. 31</u>
Amount allowed postmasters:		
For commissions .....	. 03	
For incidental expenses	9. 18	
		<u>9. 21</u>
Net revenue		<u>27. 10</u>
		<u>36. 31</u>

AUSTRIA-HUNGARY.

Amount received for fees on orders issued.....		<u>\$994. 70</u>
Amount allowed postmasters:		
For commissions	\$2. 14	
For incidental expenses	45. 83	
		<u>47. 97</u>
Net revenue.....		<u>946. 73</u>
		<u>994. 70</u>

TRINIDAD AND TOBAGO.

Amount received for fees on orders issued.....	\$1. 30	
Amount received for excess of commissions	16. 53	
		<u>\$17. 83</u>
Amount allowed postmasters for incidental expenses.....		<u>4. 60</u>
Net revenue.....		<u>13. 23</u>
		<u>17. 83</u>

No. 18.—Recapitulation of net revenue.

Revenue on domestic money-order transactions		\$547, 500. 72
Revenue on postal-note transactions.....		133, 122. 50
Revenue on transactions with—		
Canada	\$17, 874. 21	
Great Britain and Ireland.....	55, 965. 85	
Germany	57, 494. 27	
Switzerland.....	18, 305. 00	
Italy	36, 873. 50	
France	8, 905. 70	
Jamaica	233. 33	
New Zealand.....	192. 34	
Victoria	247. 81	
New South Wales.....	316. 54	
Belgium	2, 666. 69	
Portugal.....	5, 683. 29	
Sweden	12, 889. 71	
Tasmania	25. 37	
Windward Islands	577. 48	
Japan	469. 66	
Cape Colony.....	47. 79	
Hawaiian Kingdom	351. 10	
Queensland	76. 78	
Leeward Islands.....	337. 22	
Norway.....	5, 509. 08	
Netherlands	900. 75	
Denmark	1, 889. 89	
Newfoundland	534. 48	
Bahamas	27. 10	
Austria and Hungary	946. 73	
Trinidad and Tobago	13. 23	
		<u>229, 344. 90</u>
Total revenue.....		<u>909, 968. 12</u>

No. 19.—Statement of assets and liabilities June 30, 1892.

ASSETS.

Amount in the hands of the United States assistant treasurer at New York, N. Y., June 30, 1892	\$2,529,790.59
Balance in the hands of postmasters June 30, 1892	2,107,194.70
Total	<u>4,636,985.29</u>

LIABILITIES.

Amount due postal account, being the balance on transfers June 30, 1892	246,846.59
Amount due Post-Office Department, being the revenue on money-order account for the quarter ended June 30, 1892	199,271.99
Unpaid domestic money orders	2,088,673.51
Unpaid postal notes	411,363.33
Unpaid international money orders, outstanding certificates of deposit, and balances of unadjusted international accounts	1,681,762.47
Balance due postmasters June 30, 1892	9,067.40
Total	<u>4,636,985.29</u>

No. 20.—Statement showing the principal international money-order transactions during the fiscal year ended June 30, 1892.

Nationalities.	Number.	Value.	Increase.		Decrease.		
			Number.	Value.	Number.	Value.	
<i>International lists of orders of United States issues received, examined, registered, and checked.</i>							
Canada	312	\$1,526,291.71	.....	\$49,269.15	.....	.....
Great Britain	231	5,458,897.21	33	22,396.97	.....	.....
Germany	218	3,226,967.49	84	286,768.44	.....	.....
Switzerland	196	709,192.06	25	.....	.....	\$91,144.91
Italy	197	1,293,774.68	27	86,955.85	.....	.....
France	12	362,773.88	.....	17,019.06	.....	.....
Jamaica	75	4,635.64	.....	386.05	1	.....
New Zealand	29	16,188.31	.....	.....	1	2,144.84
New South Wales	28	30,977.72	.....	5,837.33	.....	.....
Victoria	80	17,978.82	.....	4,637.98	2	.....
Belgium	195	122,254.97	31	22,660.92	.....	.....
Portugal	202	82,811.04	22	1,016.55	.....	.....
Sweden	204	1,247,506.67	32	42,938.84	.....	.....
Tasmania	27	1,025.96	1	375.74	.....	.....
Windward Islands	70	8,754.86	4	8,111.18	.....	.....
Cape Colony	69	1,406.09	.....	.....	3	2.62
Hawaii	69	7,148.47	.....	.....	9	170.40
Queensland	26	4,461.64	.....	911.57	4	.....
Japan	31	66,821.00	.....	20,679.66	2	.....
Leeward Islands	42	2,766.76	.....	.....	25	382.02
Norway	210	575,314.12	33	18,471.54	.....	.....
Netherlands	192	49,591.78	31	3,683.23	.....	.....
Denmark	202	192,636.81	34	24,560.23	.....	.....
Newfoundland	52	39,894.32	3	6,197.78	.....	.....
Bahamas	38	814.89	38	814.89	.....	.....
Trinidad	17	457.77	17	457.77	.....	.....
Austria	51	112,668.27	51	112,668.27	.....	.....
Hungary	51	30,601.54	51	30,601.54	.....	.....
	3,076	.....	.....	.....	.....	.....
<i>International lists of orders of foreign issues received, examined, registered, and checked.</i>							
Canada	312	1,491,459.15	.....	11,932.42	.....	.....
Great Britain	434	955,501.00	57	60,390.53	.....	.....
Germany	147	1,528,823.19	19	45,675.41	.....	.....
Switzerland	227	230,347.88	30	.....	.....	4,743.36
Italy	105	70,789.41	1	5,987.10	.....	.....
France	12	114,420.18	.....	5,521.54	.....	.....

No. 20.—Statement showing the principal international money-order transactions, etc.—
Continued.

Nationalities.	Number.	Value.	Increase.		Decrease.	
			Number.	Value.	Number.	Value.
<i>International lists of orders of foreign issue received, examined, registered, and checked—Continued.</i>						
Jamaica	72	\$43,688.32		\$9,477.37	11	
New Zealand	83	23,100.49	3	2,403.36		
New South Wales	33	33,720.85	4	3,036.49		
Victoria	34	32,214.48	1	4,907.87		
Belgium	105	43,774.22		1,652.86		
Portugal	36	3,443.68			70	\$10,408.75
Sweden	371	158,285.51	3	18,419.75		
Tasmania	16	2,721.79			1	607.18
Windward Islands	84	107,965.50		6,311.04	2	
Cape Colony	47	9,179.16		1,822.01	2	
Hawaii	102	56,519.34			3	5,721.74
Queensland	32	8,953.01		307.42		
Japan	47	19,303.15	1			7,661.67
Leeward Islands	36	65,925.46		20,441.79	5	
Norway	368	52,729.61		5,597.61	1	
Netherlands	209	33,622.50	1	1,731.37		
Denmark	383	56,056.77			2	6,213.12
Newfoundland	51	66,420.58	1	29,513.81		
Bahamas	45	4,852.09	45	4,852.09		
Trinidad	16	5,822.46	16	5,822.46		
Austria	97	35,642.93	97	35,642.93		
Hungary	91	18,876.81	91	18,876.81		
	3,545					
<i>International accounts received, examined, registered, and adjusted.</i>						
Canada	4	3,047,271.33		63,309.14		
Great Britain	12	6,467,112.08		84,957.41		
Germany	4	4,794,107.85		327,675.91		
Switzerland	4	948,583.92				96,352.80
Italy	4	1,378,620.93		95,172.01		
France	4	484,790.83			1	80,980.51
Jamaica	4	48,719.55		9,645.05		
New Zealand	3	29,310.11			2	21,030.11
New South Wales	4	52,592.38	1	19,364.23		
Victoria	4	50,894.81		9,513.39		
Belgium	4	167,691.18		24,947.04		
Portugal	4	36,445.48			2	22,463.49
Sweden	4	1,415,527.35		62,194.55		
Tasmania	3	2,911.14			1	1,152.18
Windward Islands	4	117,683.73		9,803.21		
Cape Colony	4	10,642.90		1,510.06		
Hawaii	4	56,519.34				14,353.80
Queensland	3	9,603.78			1	5,540.46
Japan	5	107,352.63	2	54,177.91		
Leeward Islands	4	66,064.92		13,325.81	2	
Norway	4	681,760.09		24,538.90		
Netherlands	4	84,069.20		5,481.38		
Denmark	4	253,426.14		18,384.71		
Newfoundland	4	106,953.53		35,787.51		
Bahamas	4	5,695.41	4	5,695.41		
Trinidad	1	3,553.44	1	3,553.44		
Austria-Hungary						
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No. 21.—Statement showing the weight of letters and newspapers, etc., sent by sea from the United States to European countries, including India and Turkey in Asia, during the fiscal year ending June 30, 1892.

Steamship lines.	England.		Austria.		Belgium.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	29,689,287	196,467,411	7,276,020	17,562,510	1,272,358	7,150,184
Cunard (limited), New York	41,441,422	220,509,669	4,281,005	10,658,825	1,058,202	4,840,149
Inman and International	16,665,581	74,970,235	1,827,055	2,812,940	341,009	1,223,931
White Star	25,943,278	113,272,382	2,917,856	4,343,235	562,817	1,890,122
Hamburg-American	10,417,589	62,403,378	1,736,480	8,709,185	342,105	1,377,025
General Transatlantic						
Liverpool and Great Western	584,029	3,180,880	76,105	263,625	16,848	99,045
Cunard (limited), Boston	619,307	4,718,725			4,354	41,995
Anchor	8,640	9,450				
Red Star						
Netherlands Steam Navigation Co					8,253	1,905
American	975	226				
Thingvalla						
Total	125,370,058	675,532,356	18,114,510	39,341,270	3,605,946	16,624,345
Increase	2,991,724	45,822,594	1,930,470	5,234,685	552,500	2,150,563
Decrease						

Steamship lines.	Denmark.		France.		Germany.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	3,174,018	9,813,089	4,908,320	33,951,217	38,533,955	180,280,384
Cunard (limited), New York	917,508	2,454,059	998,733	2,467,443	7,475,711	28,514,593
Inman and International	342,424	637,647	1,967,364	9,311,570	5,029,478	16,785,195
White Star	587,555	1,086,986	3,083,947	14,808,442	8,297,169	27,681,481
Hamburg-American	559,147	1,220,821	1,584,231	9,121,469	6,729,483	29,198,473
General Transatlantic			8,999,783	46,174,481		
Liverpool and Great Western	31,010	113,160	67,159	467,242	262,284	1,491,029
Cunard (limited), Boston			41,245	495,954	93,985	621,710
Anchor						
Red Star						
Netherlands Steam Navigation Co						
American						
Thingvalla						
Total	5,611,662	14,825,762	21,360,782	116,697,818	66,422,054	284,582,865
Increase	587,469	2,180,348	1,504,839	12,807,408	2,914,968	20,006,346
Decrease						

Steamship lines.	Italy.		Netherlands.		Norway.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	6,172,445	9,918,445	1,508,910	6,682,790	5,368,442	16,307,609
Cunard (limited), New York	308,715	620,405	1,125,860	5,229,430	1,804,943	4,521,947
Inman and International	2,852,855	3,321,725	397,645	1,109,440	576,426	885,557
White Star	3,338,260	5,171,384	640,745	1,610,290	962,108	1,418,705
Hamburg-American	1,840,915	2,560,210	397,160	1,612,780	991,646	1,808,247
General Transatlantic	6,944,730	13,484,690				
Liverpool and Great Western	73,110	143,230	23,420	138,420	51,067	225,195
Cunard (limited), Boston						
Anchor						
Red Star						
Netherlands Steam Navigation Co			4,643	10,206		
American					805	110
Thingvalla						
Total	21,031,030	35,230,099	4,098,383	16,573,866	9,755,537	25,187,430
Increase	2,968,130			2,075,868	516,508	3,414,042
Decrease		5,190,286	267,347			

No. 21.—Statement showing weight of letters and newspapers, etc., sent by sea from the United States to European countries, etc.—Continued.

Steamship lines.	Portugal.		Russia.		Spain.	
	Letters.	Prints.	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	462,800	1,070,510	8,688,690	12,996,930	515,840	4,914,700
Cunard (limited), New York	15,690	53,810	2,365,850	3,162,785	39,875	304,530
Inman and International	115,670	235,255	1,374,137	1,231,590	179,465	1,116,465
White Star	159,835	518,430	2,280,245	1,711,455	259,455	2,065,465
Hamburg-American	103,320	256,305	1,527,295	1,641,185	176,555	1,132,515
General Transatlantic	392,120	1,536,235			818,705	6,776,075
Liverpool and Great Western	4,975	8,995	68,310	83,175	7,870	51,950
Cunard (limited), Boston						
Anchor						
Red Star						
Netherlands Steam Navigation Co						
American						
Thingvalla						
Total	1,254,400	3,679,540	16,284,527	20,827,120	1,997,765	18,361,640
Increase	71,810	109,200	3,653,862	4,921,295	245,530	3,247,565
Decrease						

Steamship lines.	Sweden.		Switzerland.	
	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	12,168,608	47,814,155	1,676,550	9,055,035
Cunard (limited), New York	3,417,132	12,921,060	201,235	782,815
Inman and International	1,450,137	2,516,890	529,180	2,396,465
White Star	2,425,657	4,188,940	883,435	3,784,670
Hamburg-American	2,308,704	5,104,763	514,810	2,871,730
General Transatlantic			2,120,515	12,725,985
Liverpool and Great Western	109,853	233,984	23,280	128,405
Cunard (limited), Boston				
Anchor				
Red Star				
Netherlands Steam Navigation Co				
American				
Thingvalla				
Total	21,880,091	72,279,792	5,949,005	31,745,105
Increase	1,620,211	5,642,775	259,320	2,505,245
Decrease				

Steamship lines.	Turkey.		India.	
	Letters.	Prints.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	503,090	1,928,015	286,985	6,934,215
Cunard (limited), New York	16,900	94,680	23,045	371,885
Inman and International	167,365	775,550	104,590	2,060,480
White Star	253,325	1,108,770	153,615	4,105,500
Hamburg-American	136,245	697,090	91,440	2,263,040
General Transatlantic	523,650	2,765,180	330,020	10,924,045
Liverpool and Great Western	5,080	20,975	4,705	81,195
Cunard (limited), Boston				
Anchor				
Red Star				
Netherlands Steam Navigation Co				
American				
Thingvalla				
Total	1,605,655	7,390,260	994,950	26,750,360
Increase	337,705	240,888	354,930	10,130,055
Decrease				

No. 21.—Statement showing weight of letters and newspapers, etc., sent by sea from the United States to European countries, etc.—Continued.

RECAPITULATION BY STEAMSHIP LINES.

Steamship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
North German Lloyd	122,206,218	562,038,250
Cunard (limited), New York	65,192,416	297,508,085
White Star	52,739,292	188,586,207
Inman and International	33,420,369	121,400,935
Hamburg-American	29,457,125	128,978,176
General Transatlantic	20,129,523	94,408,691
Liverpool and Great Western	1,409,105	6,730,505
Cunard (limited), Boston	758,891	5,878,384
Anchor	8,640	9,450
Red Star	8,253	1,806
Netherlands Steam Navigation Co.	4,643	10,206
American	975	228
Thingvalla	905	110
Total	325,336,355	1,403,529,129
Increase compared with last fiscal year	20,192,629	115,298,091

RECAPITULATION BY COUNTRIES.

Countries.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
England	125,370,058	675,532,356
Germany	68,422,054	284,582,885
Sweden	21,880,091	72,279,792
France	21,360,782	116,587,818
Italy	21,031,080	35,230,069
Austria	18,114,510	39,341,270
Russia	16,284,527	20,657,120
Norway	9,755,587	25,187,430
Switzerland	5,949,005	31,745,105
Denmark	5,611,662	14,625,763
Netherlands	4,088,883	16,873,366
Belgium	3,605,946	16,634,346
Spain	1,997,705	16,361,640
Portugal	1,254,400	8,679,540
Turkey	1,605,655	7,390,260
India	994,950	26,750,860
Total	325,336,355	1,408,529,129
Increase compared with last fiscal year	20,192,629	115,298,091

No. 22.—Statement showing the weight of letters and newspapers, etc., conveyed to foreign countries, other than European, by steamship lines during the fiscal year ending June 30, 1892.

Steamship lines.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Pacific Mail, New York	4,636,920	100,432,408
Plant Investment Company	4,609,368	44,262,812
Oceanic	4,550,131	128,577,444
Occidental and Oriental	3,824,557	42,651,702
Pacific Mail, San Francisco to Japan, etc	3,067,117	35,369,948
United States and Brazil	2,538,974	43,281,875
Red D	2,300,795	29,150,490
Yarmouth	1,924,693	.....
Quebec	1,920,100	20,284,356
Atlas	1,563,825	17,322,424
Pacific Mail, San Francisco to Panama	1,822,496	11,965,929
Royal Mail	1,331,840	17,391,652
Canada Atlantic	1,227,485	894,883
Oceanic, direct to Hawaiian Islands	1,146,467	14,056,504
Mexican International	899,983	7,478,312
New York and Cuba	820,475	9,343,535
Costa Rica and Honduras	716,036	14,649,847
Pacific Coast	418,172	5,846,692
New York and Porto Rico	891,100	4,657,820
Clyde	834,180	5,460,012
Trinidad	813,609	4,364,624
Royal Dutch	285,210	2,394,836

No. 22.—Statement showing the weight of letters and newspapers, etc., conveyed to foreign countries, other than European, etc.—Continued.

Steamship lines—Continued.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Morgan	232,924	1,918,715
Honduras and Central American	199,560	2,694,445
Anchor	199,255	2,822,900
Booth	197,580	1,634,350
Stomans Brazil line	155,529	3,497,831
Oteri Pioneer	134,411	1,279,882
Boston, Halifax and Prince Edward Island	112,439	161,231
French Contract and Miscellaneous	104,219	1,447,702
Liverpool, Brazil and River Plate S. S. Co.	96,213	1,887,258
Red Cross	91,765	865,729
Bluefields Bananas Company	88,061	923,243
Boston Fruit Company	71,895	1,355,088
Theband	70,975	1,304,221
Bahamas	58,695	1,019,076
Spanish Transatlantic	52,685	608,478
Oregon Short Line and Utah Northern Railroad ..	1,071,311	
Earn Line, limited	38,339	532,064
New Orleans and Central American	23,401	198,962
James E. Ward	20,855	451,535
Wessels Line	12,760	818,305
Colombia Commercial Co.	10,370	160,921
Honduras Trading Co.	10,148	94,111
Cash and Curry	9,485	2,025
Waydell & Co.'s Line	9,180	102,480
Atid Baracoa and Yumuri	8,830	205,080
Mary Jane	6,363	2,565
People's Line	5,485	90,035
Colombia Fruit Co.	2,547	13,620
Bocas del Toro and New Orleans Steamship Co.	1,909	6,460
Miranda	900	
Alejandro	764	4,932
Total	43,202,346	585,489,986
Increase compared with last fiscal year	1,924,683	77,697,481

No. 23.—Statement showing the weight of letters and newspapers, etc., sent by sea from the United States to countries, other than European, of the Universal Postal Union for the fiscal year ending June 30, 1892.

Countries and colonies.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Cuba	4,988,306	47,640,718
Japan	3,656,526	43,105,166
Australasia	3,491,789	112,728,648
Nova Scotia	3,116,513	
Hawaiian Islands	2,501,758	34,848,660
Brazil	1,794,158	27,288,235
Colombia	1,788,921	35,094,729
Mexico	1,777,040	20,411,299
Hongkong	1,775,903	7,527,820
Windward Islands	1,763,942	20,266,123
Venezuela	1,664,330	22,843,275
British Columbia	1,306,548	3,133,116
Guatemala	1,154,557	17,037,972
Peru	1,062,302	20,356,350
Jamaica	1,059,195	12,336,084
Chile	1,026,591	22,148,969
Bermuda	945,365	9,679,035
Nicaragua	845,781	10,392,200
Haiti	807,740	6,744,220
Costa Rica	799,513	15,251,535
Shanghai (U. S. consul)	753,982	16,915,298
Salvador	729,381	14,091,763
Argentine Republic	646,429	14,841,305
Honduras	582,532	7,147,880
Porto Rico	391,100	4,657,820
Curacao	457,820	4,937,185
Ecuador	455,045	6,699,750
Bahamas	333,580	4,305,981
British Honduras	283,290	2,551,414
From U. S. consul at Shanghai	209,444	817,539
San Domingo	209,280	4,327,440
Uruguay	205,671	4,054,529

No. 23.—Statement showing the weight of letters and newspapers, etc., sent by sea from the United States to countries other than European, etc.—Continued.

Countries and contents.	Letters.	Prints.
	<i>Grams.</i>	<i>Grams.</i>
Newfoundland.....	111, 667	470, 181
Bolivia.....	106, 900	3, 182, 870
Tahiti.....	96, 487	1, 279, 865
Samoa Islands.....	77, 686	1, 882, 980
Manila.....	62, 106	1, 659, 535
St. Pierre and Miquelon.....	36, 852	590, 618
Turks Island.....	32, 065	291, 442
Singapore.....	26, 080	1, 023, 290
Paraguay.....	14, 971	619, 263
Java.....	11, 837	90, 001
New Caledonia.....	8, 447	169, 797
Siam.....	8, 126	270, 430
British Guiana.....	6, 955	1, 369
Cochin China.....	5, 659	111, 515
Marquesas Islands.....	5, 239	148, 663
Dutch Guiana.....	7, 015	2, 085
Marshall Islands.....	2, 381	17, 121
Gilbert Islands.....	112	4, 053
Total.....	43, 202, 346	585, 459, 996
Increase compared with last fiscal year.....	1, 924, 688	77, 697, 481

No. 24.—Statement showing the weight of foreign-closed mails re-transported by sea, and the amount accruing to steamship companies for their carriage during the fiscal year ending June 30, 1892.

Steamship lines.	Letters.	Prints.	Amount.
	<i>Grams.</i>	<i>Grams.</i>	
Cunard.....	11, 031, 708	50, 589, 726	\$15, 527. 51
North German Lloyd.....	8, 513, 685	23, 400, 599	10, 473. 96
White Star.....	8, 183, 685	30, 029, 514	10, 794. 18
Inman and International.....	4, 462, 128	16, 949, 775	5, 942. 54
Hamburg-American.....	2, 142, 989	9, 819, 685	3, 015. 54
Liverpool and Great Western.....	206, 142	742, 582	270. 61
New York and Cuba to Bahamas.....	129, 267	2, 148, 357	331. 88
New York and Cuba to Cuba.....	61, 451	771, 513	133. 78
Bahamas S. S. Co.....	34, 502	701, 514	100. 82
Red D.....	106, 500	794, 676	181. 19
Pacific Mail.....	119, 231	1, 696, 144	278. 92
Quebec.....	14, 515	53, 271	19. 44
United States and Brazil.....	1, 139	1, 606	1. 25
Clyde.....	1, 086	5, 741	1. 61
Atlas.....	3, 796	8, 982	4. 05
Honduras and Central American.....	1, 077	1, 956	1. 23
Total.....	35, 013, 761	137, 731, 921	47, 079. 41

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